

AASHTO Summary of the New Surface Transportation Bill **FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT**

December 16, 2015

OVERVIEW

On December 4, 2015, President Obama signed into law the *Fixing America's Surface Transportation (FAST) Act* that authorizes Federal highway, highway safety, transit, and rail programs for five years from Federal fiscal years (FY) 2016 through 2020. The FAST Act represents the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005. This legislation is based on the House-Senate conference committee report on H.R. 22 which reconciled the *Surface Transportation Reauthorization and Reform (STRR) Act of 2015*, passed in the House of Representatives in October, with the *Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act*, passed in the Senate in July.

The FAST Act authorizes \$305 billion from both the Highway Trust Fund and the General Fund (GF) of the United States Treasury. It provides \$225 billion in Highway Trust Fund (HTF) contract authority over five years for the Federal-aid Highway Program, increasing funding from \$41 billion in 2015 to \$47 billion in 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State departments of transportation (DOTs) through formula programs.

The bill places major emphasis on freight investments to be supported by the HTF by creating a new National Highway Freight Program (NHFP) funded at an average of \$1.2 billion per year and distributed to the States by formula. In addition, a new discretionary program entitled the Nationally Significant Freight and Highway Projects is established, funded at an average of \$900 million per year. Under the renamed Surface Transportation Block Grant Program (STBGP), the FAST Act gradually increases the percentage of STBGP funds that are suballocated by population from 51 percent in 2016 to 55 percent by 2020. The bill also includes a \$7.6 billion rescission of unobligated Federal-aid Highway contract authority in FY 2020.

The FAST Act provides \$61 billion over five years for Federal transit programs including \$49 billion in HTF contract authority and \$12 billion in authorizations from the GF. For highway safety, the bill provides a total of \$4.7 billion for the National Highway Traffic Safety Administration (NHTSA) (\$3.7 billion from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration (FMCSA). Unlike past highway and transit bills, the FAST Act also authorizes \$10 billion of the GF over five years for the Federal Railroad Administration and Amtrak.

AASHTO has created a [FAST Act website portal](#) to provide a one-stop resource for Federal surface transportation reauthorization and implementation materials. The official documents related to the bill can be found on [this Congressional website](#).

Funding Table for the FAST Act, FY 2016 to FY 2020

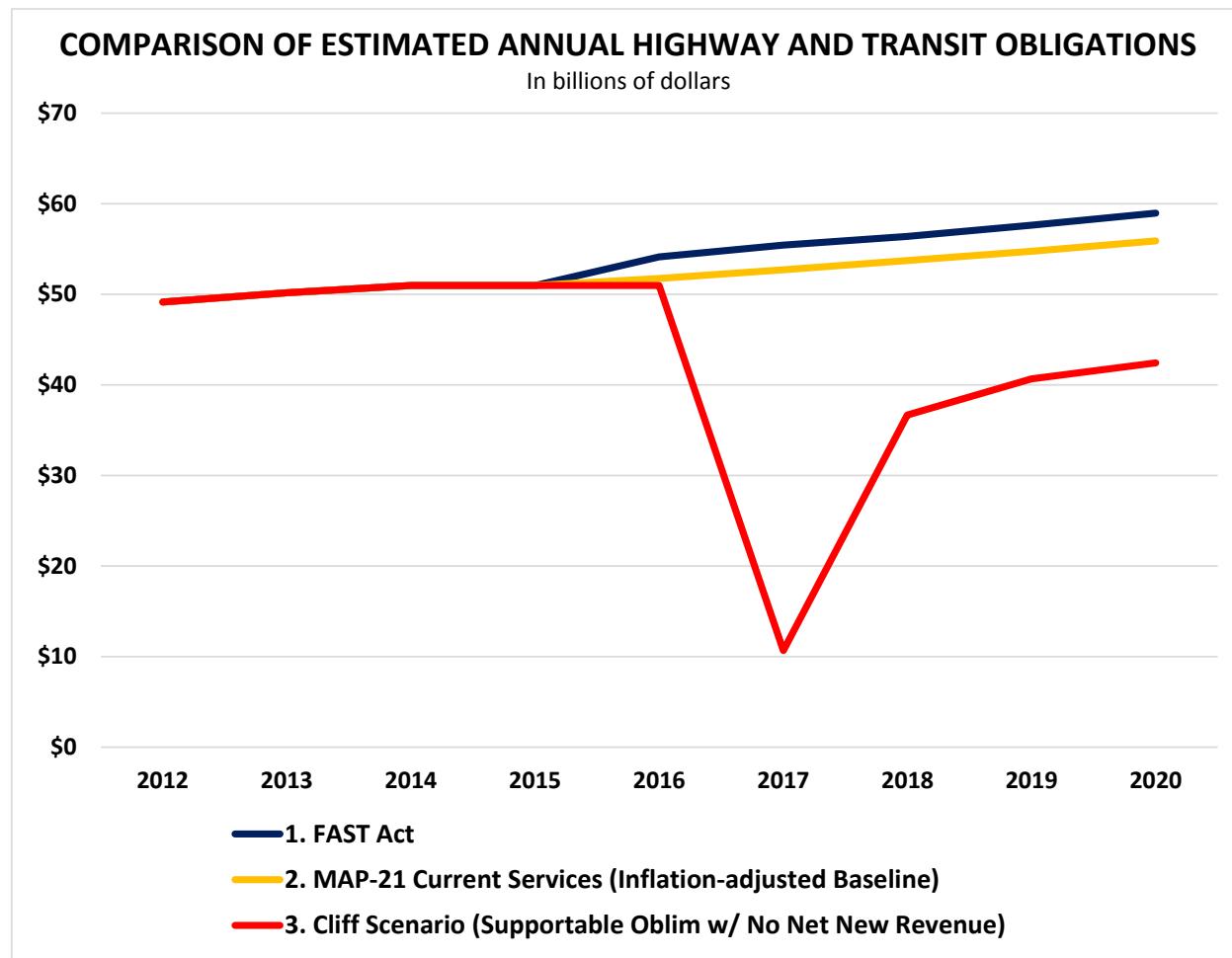
In millions of dollars / HTF = Highway Trust Fund / GF = General Fund

| Program Category | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | 5-Year Total | 5-Year Avg |
|--|---------------|---------------|---------------|---------------|--------------|---------------|--------------|---------------|
| HIGHWAYS | | | | | | | | |
| National Highway Performance Program | 21,908 | 22,332 | 1.9% | 22,828 | 2.2% | 23,262 | 1.9% | 23,741 |
| Surface Transportation Block Grant Program | 10,077 | 10,328 | 1.1% | 10,589 | 2.5% | 10,818 | 2.2% | 11,026 |
| Highway Safety Improvement Program | 2,192 | 2,226 | 1.5% | 2,275 | 2.2% | 2,318 | 1.9% | 2,360 |
| Railway-Highway Grade Crossings Program | 220 | 225 | 2.3% | 230 | 2.2% | 235 | 2.2% | 240 |
| Congestion Mitigation and Air Quality Improvement Program | 2,267 | 2,309 | 1.9% | 2,360 | 2.2% | 2,405 | 1.9% | 2,449 |
| Metropolitan Planning Program | 314 | 329 | 5.0% | 336 | 2.0% | 343 | 2.1% | 350 |
| National Highway Freight Program | n/a | 1,140 | n/a | 1,091 | -4.3% | 1,190 | 9.1% | 1,339 |
| Surface Transportation Block Grant Program Set-Aside (Formerly Transportation Alternatives Program) | 820 | 835 | n/a | 835 | 0.0% | 850 | 1.8% | 850 |
| Total, Apportioned Programs (HTF) | 37,798 | 39,728 | 5.1% | 40,548 | 2.1% | 41,424 | 2.2% | 42,359 |
| Federal Lands and Tribal Transportation Programs | 1,000 | 1,050 | 5.0% | 1,075 | 2.4% | 1,100 | 2.3% | 1,125 |
| Research Programs | 400 | 415 | 3.6% | 418 | 0.7% | 418 | 0.0% | 420 |
| Miscellaneous Programs | 357 | 380 | 6.4% | 380 | 0.0% | 380 | 0.0% | 380 |
| Transportation Infrastructure Financing and Innovation Act | 1,000 | 275 | -72.5% | 275 | 0.0% | 285 | 3.6% | 300 |
| Nationally Significant Highway and Freight Projects | n/a | 800 | n/a | 850 | 6.3% | 900 | 5.9% | 950 |
| FHWA Administrative | 440 | 453 | 3.0% | 460 | 1.5% | 467 | 1.5% | 474 |
| Total, Other Programs (HTF) | 3,197 | 3,373 | 5.5% | 3,457 | 2.5% | 3,549 | 2.7% | 3,649 |
| Total, Federal-Aid Highway Program (HTF) | 40,995 | 43,100 | 5.1% | 44,005 | 2.1% | 44,973 | 2.2% | 46,008 |
| Total, Other Programs (GF) | 30 | 222 | 640.0% | 210 | -5.4% | 210 | 0.0% | 210 |
| Total, Federal-aid Highway Program (HTF and GF) | 41,025 | 43,322 | 5.6% | 44,215 | 2.1% | 45,183 | 2.2% | 46,218 |
| Obligation Limitation | 40,256 | 42,361 | 5.2% | 43,266 | 2.1% | 44,234 | 2.2% | 45,269 |
| AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms | 40,995 | 42,113 | 2.7% | 43,034 | 2.2% | 43,961 | 2.2% | 45,001 |
| Total, Federal-Aid Highway Program (HTF and GF) | 40,995 | 42,113 | 2.7% | 43,034 | 2.2% | 43,961 | 2.2% | 45,001 |
| TRANSIT | | | | | | | | |
| Planning Programs | 129 | 131 | 1.5% | 133 | 2.0% | 136 | 2.1% | 139 |
| Urbanized Area Formula Grants | 4,459 | 4,539 | 1.8% | 4,630 | 2.0% | 4,727 | 2.1% | 4,827 |
| Elderly and Disabled | 258 | 263 | 1.8% | 268 | 2.0% | 274 | 2.1% | 280 |
| Rural Formula Grants | 608 | 620 | 2.0% | 632 | 2.0% | 646 | 2.1% | 659 |
| State of Good Repair | 2,166 | 2,507 | 15.7% | 2,550 | 1.7% | 2,594 | 1.7% | 2,638 |
| Bus and Bus Facility Formula | 428 | 428 | 0.0% | 436 | 2.0% | 446 | 2.1% | 455 |
| Bus and Bus Facility Discretionary | n/a | 268 | n/a | 284 | 5.8% | 302 | 6.3% | 322 |
| Growth States and High Density States | 526 | 536 | n/a | 544 | 1.5% | 553 | 1.5% | 561 |
| Positive Train Control Grants | n/a | n/a | n/a | 199 | n/a | 0 | n/a | 0 |
| Other Programs | 22 | 56 | 156.3% | 57 | 1.8% | 57 | 0.4% | 58 |
| Total, Apportioned Programs (HTF) | 8,595 | 9,348 | 8.8% | 9,734 | 4.1% | 9,733 | 0.0% | 9,939 |
| Total, Other Programs (GF) | 193 | 140 | -27.5% | 140 | 0.0% | 140 | 0.0% | 140 |
| Capital Investment Grants (GF) | 1,907 | 2,302 | 20.7% | 2,302 | 0.0% | 2,302 | 0.0% | 2,302 |
| Total, Federal Transit Program (HTF and GF) | 10,695 | 11,789 | 10.2% | 12,175 | 3.3% | 12,175 | 0.0% | 12,381 |
| AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms | 10,694 | 12,007 | 12.3% | 12,210 | 1.7% | 12,414 | 1.7% | 12,657 |
| Total, Federal Transit Program (HTF and GF) | 10,694 | 12,007 | 12.3% | 12,210 | 1.7% | 12,414 | 1.7% | 12,657 |
| HIGHWAY SAFETY | | | | | | | | |
| Federal Motor Carrier Safety Administration (HTF) | 572 | 580 | 1.5% | 644 | 11.0% | 658 | 2.1% | 666 |
| National Highway Traffic Safety Administration (HTF) | 680 | 716 | 5.3% | 731 | 2.1% | 747 | 2.1% | 762 |
| Total, Highway Safety Program (HTF) | 1,252 | 1,297 | 3.6% | 1,376 | 6.1% | 1,404 | 2.1% | 1,428 |
| PASSENGER RAIL | | | | | | | | |
| Grants to Amtrak (GF) | 1,390 | 1,450 | 4.3% | 1,500 | 3.4% | 1,600 | 6.7% | 1,700 |
| Other Federal Railroad Administration Grants (GF) | n/a | 200 | n/a | 350 | 75.0% | 425 | 21.4% | 575 |
| Total, Passenger Rail Program (GF) | 1,390 | 1,670 | 20.1% | 1,870 | 12.0% | 2,046 | 9.4% | 2,297 |
| GRAND TOTAL (HTF) | 50,842 | 53,744 | 5.7% | 55,114 | 2.5% | 56,111 | 1.8% | 57,375 |
| GRAND TOTAL (HTF and GF) | 54,362 | 58,078 | 6.8% | 59,636 | 2.7% | 60,809 | 2.0% | 62,324 |
| Program Category | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | 5-Year Total | 5-Year Avg |

To place the FAST Act funding level in context, the chart below shows three possible highway and transit funding scenarios between 2016 and 2020:

1. Obligation levels authorized under the FAST Act
2. Moving Ahead for Progress in the 21st Century (MAP-21) obligation levels, adjusted for inflation
3. Supportable obligations if no net new revenues were provided to the HTF after 2014 (the “cliff” scenario)

The FAST Act provides a moderate increase in funding compared to MAP-21 due to \$70 billion in GF transfers to the HTF. A total of \$140 billion of GF dollars have been transferred to HTF since 2008.



HIGHLIGHTS OF THE FAST ACT

This section provides a brief overview of key provisions in the FAST Act. It is followed with an in-depth look at the various policy areas.

Program Structure

- Surface Transportation Program (STP), one of the core Federal-aid Highway Program categories, is renamed the Surface Transportation Block Grant Program (STBGP).
- STBGP is suballocated based on population in a graduated manner, increasing one percent per year from 51 percent of total STBGP dollars in 2016 to 55 percent by 2020. State share of STBGP is expected to be flat, funded at \$4.95 billion in 2016 and \$4.97 billion in 2020; the suballocated share is funded at \$5.15 billion in 2016, growing to \$6.07 billion by 2020.
- The current off-system bridge set-aside is retained under the STBGP, funded at \$777 million for each year under the FAST Act.
- Transportation Alternatives Program (TAP) is folded into STBGP and renamed as an “STBGP Set-aside,” funded at \$835 million in the first two years and \$850 million in the last three. In addition, up to 50 percent of the suballocated portion of the STBGP Set-aside could be transferred for broader STBGP eligibilities. The optional Recreational Trails eligibility remains the same.
- National Highway Performance Program (NHPP) dollars are eligible to be expended on non-NHS highway bridges that are on a Federal-aid eligible highway; this addresses the “donut hole” issue for Federal bridge funding.

Revenue and Financing

- In case additional revenues from enacted legislation beyond the FAST Act are deposited into the HTF, the bill provides for a mechanism where such dollars would automatically be made available for obligation to States, without further action by Congress. Unlike the Revenue-aligned Budget Authority in the Transportation Equity Act for the 21st Century (TEA-21), this provision is not related to estimated or actual HTF receipts, and as such, funding levels cannot be revised downward.
- For FY 2016, funding provided under the MAP-21’s extensions would be deducted from those levels provided under the FAST Act based on the date of official enactment.
- The FAST Act rescinds \$7.6 billion of unobligated contract authority on July 1, 2020, which would be derived from Federal-aid Highway Program categories other than the Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Metropolitan Planning, and suballocated portions of the STBGP. In addition, non-exempt program dollars are required to be rescinded from unobligated balances remaining on that date on a proportional basis. As of the end of FY 2015, \$15.2 billion of unobligated contract authority was carried by all States.
- The Transportation Infrastructure Finance and Innovation Act (TIFIA) is funded at \$275 million in 2016, rising to \$300 million by 2020. Flexibility in “buying down” TIFIA subsidy and administrative costs is increased, as National Highway Performance Program (NHPP) and Nationally Significant Freight and Highway Projects grant dollars can be applied. TIFIA can also be used to support investments in transit-oriented developments and to capitalize Rural Project Funds if established by a State Infrastructure Bank (SIB).
- Interstate System Reconstruction and Rehabilitation Pilot Program is revised to limit the reservation of each of the current three slots to three years. In addition, current slot holders have one year to demonstrate progress under this program. These limits can be extended by one year if there is deemed to be material progress.

- The FAST Act brings back the old SAFETEA-LU eligibility to capitalize SIBs with Federal-aid Highway formula dollars.
- The bill statutorily formalizes the USDOT Credit Council as the “Council on Credit and Finance.”

Freight

- Creates a National Multimodal Freight Network (NMFN), which includes a National Highway Freight Network consisting of all Interstate Highways, an additional 41,000 primary freight network highway miles identified under MAP-21, and other State-identified highway segments.
- Establishes a new National Highway Freight Program (NHFP) as part of the core Federal-aid Highway Program structure. This formula program is authorized at \$6.2 billion over five years, and each State’s share of the NHFP will be based on the State’s overall share of highway program apportionments. In addition, flexibility of NHFP dollars within a State will be related to its share of miles on the Primary Highway Freight System. The FAST Act repeals the increased Federal match for freight projects on interstates and highways.
- Requires all States using formula dollars to complete a State Freight Plan, either standalone or part of a State’s long-range transportation plan. The plans must be updated every 5 years.
- Creates a Port Performance statistics program, requiring ports of certain thresholds to report annual throughput statistics. An advisory group will report to the Secretary annually on recommendations to improve port efficiency.
- Creates the Nationally Significant Freight and Highway Projects (NSFHP) discretionary grant program designed for major highway and freight projects funded at \$4.5 billion over five years.
- Though funded out of the HTF, certain non-highway projects are eligible to receive portions of the NHFP and NSFHP dollars.

Program and Project Delivery

- Expands the multimodal categorical exclusion established in MAP-21 to allow any DOT operating administration to use a categorical exclusion of another operating administration.
- Directs the United States Department of Transportation (USDOT) to apply the environmental streamlining measures in 23 USC 139 to rail projects when conducting a National Environmental Policy Act (NEPA) analysis, to the greatest extent feasible.
- Requires USDOT to propose new categorical exclusions for railroad projects.
- Requires annual indexing of the financial thresholds for the categorical exclusion for projects with limited Federal assistance, in accordance with the consumer price index.
- Amends the Federal audit process for States that have Federal NEPA assignments to ease the burden on States, and gives States more input in the audit process.
- Establishes a pilot program for States with NEPA assignments to substitute their State environmental review law(s) for NEPA.
- Improves the process for carrying planning level decisions forward into the NEPA process and expands the decisions that may be carried forward. However, requires the concurrence of cooperating agencies if the planning product is “necessary for a cooperating agency to issue a permit, review, or approval for the project.”
- Requires “early concurrence or issue resolution” during the scoping process on purpose and need, and the range of alternatives to analyze in the environmental review process, compared to current law that calls only for “an opportunity for involvement.”
- Requires lead agencies to establish project schedules for environmental impact statements and environmental assessments after consultation with and the concurrence of each participating agency for the project; currently, project schedules are not required.

Design Standards

- Requires design standards under 23 USC 109 to consider “cost savings by utilizing flexibility that exists in current design guidance and regulations.”
- The bill adds the AASHTO *Highway Safety Manual* and the *Urban Street Design Guide* by the National Association of City Transportation Officials (NACTO) to the list of resources to be utilized for design criteria development.
- Local entities that are direct recipients of Federal dollars are allowed to use a design publication that is different than one used by their State DOT.

Planning, Performance Measures, and Asset Management

- Eliminates the need for State DOTs to collect safety data and information on unpaved/gravel roads.
- If a State DOT does not achieve or make significant progress toward achieving targets in any performance measurement area after one reporting cycle, State must submit a report describing the actions they will undertake to achieve their targets in the future.
- The penalty for falling below the minimum condition levels for pavements on the Interstate system is imposed after the first reporting cycle.
- There are no significant changes to the performance-based planning process established in MAP-21.
- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system.
- Requires State DOTs to incorporate the performance measures of a transit agency not represented by a metropolitan planning organization (MPO) into its long range transportation plan regardless if it is in an urban or rural area.
- Adds language that the long-range transportation plan shall consider public ports and freight shippers.
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process.
- Changes to a “shall” regarding the inclusion of description of performance measures and the system performance report in a State’s long-range transportation plan.

Highway Safety

- The FAST Act removes current law eligibility which allows use of HSIP funds for non-infrastructure safety programs, such as education and enforcement activities. Overall HSIP funding level is maintained at the current baseline levels of funding, which includes modest inflationary growth.

Research and Innovation

- Establishes a new statutory title on innovation and creates the Advanced Transportation and Congestion Management Technologies Deployment initiative funded at \$60 million per year. This program provides grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies focused on improvements in safety, efficiency, system performance, and infrastructure return on investment.
- The bill creates the National Surface Transportation and Innovative Finance Bureau to integrate current Federal credit programs under TIFIA and the Railroad Rehabilitation and Infrastructure Financing (RRIF) program with institutional capacity-building and project permitting and expediting efforts under one office, under an Executive Director at the Office of the Secretary of Transportation.
- Funded between \$15 million and \$20 million per year, the FAST Act authorizes a research program to examine user fee-based alternative revenue mechanisms to ensure long-term HTF solvency.

- The FAST Act provides \$5 million for a study by the Transportation Research Board (TRB) on actions needed to upgrade and repair the Interstate Highway System to meet growing and shifting demands over the next 50 years.
- While new research activities are required under the FAST Act, research title funding is modestly increased from \$400 million in 2015 to \$415 million in 2016, reaching \$420 million by 2020.

Public Transportation

- Similar to SAFETEA-LU, the FAST Act once again authorizes new competitive grant programs for bus and bus facilities.
- The FAST Act creates mechanisms to pool resources for transit providers by enabling cooperative procurements and leasing for small urban and rural systems.
- The FAST Act retains the current Growing States and High Density program.
- The New Starts Federal match is reduced from 80 percent to 60 percent for projects with full funding grant agreements. The Federal match for small starts and core capacity projects remains at 80 percent. The continued use of funding from other DOT flexible programs towards the 80 percent match is also retained.
- The bill increases domestic content requirement under Buy America from the current 60 percent to 65 percent in 2018, and to 70 percent in 2020, and it includes new language that requires the Secretary, upon denial of a Buy America waiver, to issue a written certification that the item is produced in the U.S. in sufficient quantity and quality, along with other information.

Rail Transportation

- The FAST Act authorizes passenger rail programs for five years to be consistent with the highway, highway safety, and transit programs. This is one year longer than the passenger rail bills passed earlier this year by the House and the Senate.
- The FAST Act provides support for the State Supported Route Committee (States, Amtrak and the Federal Railroad Administration) at \$2 million per year.
- The Northeast Corridor Commission (States, Amtrak and FRA) is funded at \$5 million per year.
- The Gulf Coast Working Group (States, Amtrak, FRA and others) is funded at \$0.5 million in 2016 and 2017.
- The FAST Act expedites rail project delivery and environmental streamlining provisions.
- The Amtrak Board of Directors increases to ten members from the current nine.
- The FAST Act provides \$199 million in one-time funding for implementation of positive train control systems by commuter railroads.

IN-DEPTH LOOK: REVENUE AND FINANCING

Highway Trust Fund

- In case additional revenues from enacted legislation beyond the FAST Act are deposited into the HTF, the bill provides for a mechanism where such dollars would automatically be made available for obligation to States, without further action by Congress. Unlike the Revenue-aligned Budget Authority in the Transportation Equity Act for the 21st Century (TEA-21), this provision is not related to estimated or actual HTF receipts, and as such, funding levels cannot be revised downward.
- For FY 2016, funding provided under the MAP-21's extensions would be deducted from those levels provided under the FAST Act based on the date of official enactment.

- The FAST Act rescinds \$7.6 billion of unobligated contract authority on July 1, 2020, which would be derived from Federal-aid Highway Program categories other than the Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Metropolitan Planning, and suballocated portions of the STBGP. In addition, non-exempt program dollars are required to be rescinded from unobligated balances remaining on that date on a proportional basis. As of the end of FY 2015, \$15.2 billion of unobligated contract authority was carried by all States.

General Fund Transfers

To provide \$281 billion in contract authority over five years, the FAST Act relies on \$70 billion of General Fund dollars in addition to receipts estimated for the Highway Trust Fund between 2016 and 2020. The \$70 billion GF transfer is comprised of \$51.9 billion for the Highway Account and \$18.1 billion for the Mass Transit Account. Since 2008, total GF to HTF transfers amount to \$140 billion, or \$143.6 billion if including Leaking Underground Storage Tank Trust Fund transfers to the HTF.

In order to offset the budgetary impact of \$70 billion, the following “pay-fors” and their associated ten-year receipts as estimated by the Congressional Budget Office are used to support the FAST Act:

- Increased civil penalties allowable for NHTSA: \$0.423 billion
- Passport revocation for delinquent taxpayers: \$0.395 billion
- Allowing the Internal Revenue Service to hire private tax collectors: \$2.408 billion
- Indexing Customs user fees for inflation: \$5.188 billion
- Transfer from the capital surplus account of the Federal Reserve: \$53.334 billion
- Dividend reductions for the Federal Reserve’s member banks: \$6.904 billion
- Sale of 66 million barrels of crude oil from the Strategic Petroleum Reserve: \$6.2 billion
- Royalty overpayment correction under the Office of Natural Resources Revenue: \$0.32 billion

The table below shows all GF and Leaking Underground Storage Tank (LUST) Trust Fund transfers to the HTF, totaling \$143.6 billion since 2008, to supplement existing HTF user fees and taxes. (The table also includes \$1.2 billion sequestered from the HTF to the GF in 2011.)

| Enactment Date | Amount | From | To | Legislation |
|-----------------------------|------------------|----------------------|----------------------|--------------------------|
| 9/15/2008 | \$8,017,000,000 | General Fund | Highway Account | PL 110-318 |
| 8/7/2009 | \$7,000,000,000 | General Fund | Highway Account | PL 111-46 |
| 3/18/2010 | \$14,700,000,000 | General Fund | Highway Account | PL 111-147 |
| 3/18/2010 | \$4,800,000,000 | General Fund | Mass Transit Account | PL 111-147 |
| 7/6/2012 | \$2,400,000,000 | LUST Trust Fund | Highway Account | PL 112-141 |
| 7/6/2012 | \$6,201,229,445 | General Fund | Highway Account | PL 112-141 |
| 8/2/2011* | -\$316,772,276 | Highway Account | General Fund | PL 112-25 |
| 7/6/2012 | \$10,400,000,000 | General Fund | Highway Account | PL 112-141 |
| 8/2/2011* | -\$748,800,000 | Highway Account | General Fund | PL 112-25 |
| 7/6/2012 | \$2,200,000,000 | General Fund | Mass Transit Account | PL 112-141 |
| 8/2/2011* | -\$158,400,000 | Mass Transit Account | General Fund | PL 112-25 |
| 8/8/2014 | \$7,765,000,000 | General Fund | Highway Account | PL 113-159 |
| 8/8/2014 | \$2,000,000,000 | General Fund | Mass Transit Account | PL 113-159 |
| 8/8/2014 | \$1,000,000,000 | LUST Trust Fund | Highway Account | PL 113-159 |
| 7/31/2015 | \$6,068,000,000 | General Fund | Highway Account | PL 114-41 |
| 7/31/2015 | \$2,000,000,000 | General Fund | Mass Transit Account | PL 114-41 |
| 12/4/2015 | \$51,900,000,000 | General Fund | Highway Account | FAST Act |
| 12/4/2015 | \$18,100,000,000 | General Fund | Mass Transit Account | FAST Act |
| 12/4/2015 | \$300,000,000 | LUST Trust Fund | Highway Account | FAST Act |
| GF to HTF (Total) | | | | \$141,151,229,445 |
| *Sequestration | | | | -\$1,223,972,276 |
| GF to HTF (Net) | | | | \$139,927,257,169 |
| LUST to HTF | | | | \$3,700,000,000 |
| Net GF + LUST to HTF | | | | \$143,627,257,169 |

Transportation Infrastructure Financing and Innovation Act (TIFIA)

- Funds TIFIA at \$275 million in 2016, rising to \$300 million in 2020. Flexibility in “buying down” TIFIA subsidy and administrative costs is increased, as NHPP and Nationally Significant Freight and Highway Projects grant dollars could be applied.
- Modifies the cost parameters for eligible projects (all eligible projects are now expected to cost at least \$50 million). Adds project cost exceptions for transit-oriented development (costs must equal or exceed \$10 million), rural projects (\$10 million to \$100 million), and local infrastructure projects (equal or exceed \$10 million).
- Makes several definitional changes:
 - Clarifies that a master credit agreement is a *conditional* agreement and projects to which credit assistance is extended must not have currently obligated Federal funds. Terms and limitations apply.
 - Redefines a rural infrastructure project as a surface transportation infrastructure project located in an area that is outside of an urbanized area of 150,000 people or more, as determined by the Census Bureau.
 - Defines a rural projects fund as one that is established by a SIB, capitalized with proceeds of a secured TIFIA loan, and used to provide loans to sponsors of rural infrastructure projects.
- Expands eligibility to support investments in transit oriented developments.
- Expands eligibility to allow capitalization of SIBs through a “loan-to-lenders” approach to leverage funding for rural infrastructure projects. Key requirements of this new approach include:
 - A rural projects fund (within the SIB) must execute a loan agreement with a rural infrastructure project sponsor within two years of receiving a loan under the TIFIA program. If the TIFIA loan has not been fully used at the end of this two year period, the loan can be extended or withdraw.
 - Loans for the rural infrastructure projects must not exceed 80 percent of the project cost. The interest rate of a loan will be at half of the Treasury Rate at the time of the loan agreement.
 - The maturity date of a secured loan that capitalizes a rural projects fund must not exceed 35 years.
 - The ten percent rural set aside of TIFIA monies may be used towards the rural projects fund.
- Does not allow TIFIA loans to be used towards refinancing interim construction one year after the date of substantial project completion.
- Sets a limit for TIFIA funding used towards small projects with project costs of less than \$75 million. Any set-aside funds not used towards small projects must be made available for any project during the following fiscal year.
- Removes the redistribution requirement for unused TIFIA money.
- Changes the administrative costs for the TIFIA program from a percentage (0.5 percent of funding available within a fiscal year) to a set dollar amount of up to \$6,875,000 in fiscal year 2016 and increasing each year thereafter.
- Requires that within 180 days of the enactment of the FAST Act, the Secretary must make an expedited application process available at the request of entities seeking secured loans under the TIFIA program. The Secretary may include terms commonly included in prior credit agreements and allow for an expedited application period, including: a secured loan must not be more than \$100 million; the loan is secured and payable from pledged revenues not affected by project performance; and repayment of the loan must begin with five years after disbursement.

Tolling

- Adds a requirement that an over-the-road bus (as defined in Section 301 of the Americans with Disabilities Act of 1990 and 42 USC 12181) serving the public must have access to a toll facility under the same rates, terms, and conditions as public transportation buses.

- Eliminates limitations on the conversion of high-occupancy vehicle (HOV) facilities on the Interstate system to HOT lanes.
- Adds a requirement that in order for a public authority to develop a high-occupancy toll (HOT) lane, it must develop policies and procedures to ensure that over-the-road buses serving the public are provided the same access as public transportation buses and under the same rates, terms, and conditions.
- Extends the date by which a public authority can allow certified low-emission and energy-efficient vehicles to use an HOV lane (and pay the corresponding toll) from September 30, 2017, to September 30, 2019.
- Adds a requirement that MPOs must be consulted on the placement and amount of tolls on an HOV facility located on the Interstate system if the facility is located in a metropolitan planning area.

State Infrastructure Banks

- Brings back the old SAFETEA-LU eligibility to capitalize SIBs with Federal-aid Highway formula dollars.
- Clarifies that a SIB may make loans from funds deposited in the highway, transit, or rail accounts or with funds deposited into the rural projects fund. Loans from the highway, transit, or rail accounts may cover 100 percent of project costs (whereas loans made from the rural projects fund may only cover 80 percent of project costs).
- Reauthorizes highway funding for a SIB through 2020.

Interstate System Reconstruction and Rehabilitation Pilot Program

The FAST Act amends the 1998 “Interstate System Reconstruction and Rehabilitation Pilot Program” established in TEA-21 as follows:

- Adds the requirement that in order for the Secretary to approve an application, a State must have the authority required for the project to proceed.
- Limits the reservation of each of the current slots to three years. These limits can be extended by one year if there is deemed to be material progress.
- Limits the reservation of an application provisionally approved before the enactment of the FAST Act to one year after the enactment of the FAST Act; a one-year extension may be provided.

National Surface Transportation and Innovation Finance Bureau

Authorizes the Secretary of Transportation to establish a National Surface Transportation and Innovation Finance Bureau with the purpose of: (1) providing assistance and communicating best practices and financing and funding opportunities to eligible entities; (2) administering the application processes for TIFIA, RRIF, the qualified highway or surface transfer facility freight bonding program, and the new nationally significant freight and highway projects program; (3) promoting innovative financing best practices; (4) reducing uncertainty and delays in environmental reviews and permitting; and (5) reducing costs in project delivery and procurement.

Among other responsibilities, the Bureau would:

- Promote best practices in the delivery of public private partnerships (P3s) and provide advice and expertise to project sponsors interested in leveraging public and private funding.
- Require project sponsors receiving Federal credit assistance for P3 financing to complete a value-for-money analysis or a comparable analysis prior to advancing the project and to make the analysis publicly available. Within three years of project completion, a project sponsor must review whether the private partner is meeting the terms of the relevant P3 agreement.
- Provide technical support (if needed) in meeting NEPA requirements.

- Promote best practices in procurement, including the development of procurement benchmarks which would establish maximum thresholds for acceptable project cost increases and delays in project delivery and uniform methods for States to measure cost and delivery changes over the life cycle of a project. Procurement benchmarks would be tailored to different project procurements. Data on procurement benchmarks is to be collected and a report on the information made available to the public.

Other Provisions

- The bill statutorily formalizes the USDOT Credit Council as the “Council on Credit and Finance.”
- Removes the ban on using tax-exempt bonds on projects financed with Water Infrastructure Finance and Innovation Act credit assistance.
- Clarifies that construction cost payments to a State may include payments toward a long-term concession agreement such as availability payments. In addition, clarifies that State funds required to pay a State’s non-Federal share towards construction costs may also include payments made toward to a long-term concession agreement.

IN-DEPTH LOOK: FREIGHT

- The FAST Act creates a National Multimodal Freight Policy, to be administered by the USDOT Undersecretary for Policy, to improve the condition and performance of the NMFN. USDOT must complete a National Strategic Freight Plan every five years that will include processes for multi-State project delivery, and financial and regulatory barriers to freight movement, among other things.
- Directs USDOT to designate a new NMFN within one year of enactment, and an interim network within six months. The NMFN consists of:
 - National Highway Freight Network
 - Class I freight railroads
 - Ports with annual foreign and domestic trade of at least two million short tons
 - Inland and intracoastal waterways
 - Great Lakes and St. Lawrence Seaway
 - Maritime Administration marine highways
 - 50 US airports with highest annual landed weight
 - Other assets as identified by Undersecretary of Policy (i.e., short-line railroads)
 - States may seek additional assets on the NMFN with the input of various freight stakeholders, including critical rural freight assets.
- Encourages States to form State Freight Advisory Committees with certain characteristics.
- Mandates all States receiving NHFP formula funds to create a State Freight Plan (SFP) within two years of enactment and updated every five years. The SFP may be independent of or included within a State’s long range plan
- Creates a new NHFP as part of the core Federal-aid highway program to improve the condition and performance of the National Highway Freight Network (NHFN) by strategically directing Federal resources and policies to NHFN improvement.

National Highway Freight Network

The FAST Act amends the National Freight Network to the NHFN, which includes four components:

- Primary Highway Freight System (PHFS): 41,518 mile network as identified by USDOT under current law

- Critical Rural Freight Corridors: A State-identified network meeting certain requirements, with a maximum of 150 miles or 20 percent of a State's PHFS miles
- Critical Urban Freight Corridors: An MPO-identified network in areas of 500,000 population or higher meeting certain requirements, and in consult with a State, with a maximum of 75 percent of highway miles of 10 percent of a State's PHFS miles.
- Interstates not already identified as part of the PHFS

Beginning in 2020, the Federal Highway Administration (FHWA) will redesignate the PHFS and again every five years, but may not increase that component by more than three percent.

Use of Apportioned Funds

The FAST Act requires States to obligate NHFP funds for projects to improve the movement of freight on the NHFN. A State's formula is calculated based upon the number of Primary Highway Freight System (PHFS) miles in that State relative to all PHFS miles.

For States whose formula proportion is greater than or equal to two percent, it may obligate funds to any of the NHFN network elements except for interstates not part of the PHFS. For States whose formula proportion is less than or equal to two percent, it may obligate funds to any segment of the NHFN, which would include all interstates. Program eligibilities and features include:

- Limiting States to the use of ten percent of apportioned funds on certain non-highway projects, such as governmental costs associated with rail and intermodal connectors.
- Project development activities
- Construction, reconstruction rehabilitation, and land acquisition
- Intelligent Transportation Systems (ITS), including freight ITS
- Environmental mitigation related to freight impact
- Rail-highway grade separation
- Geometric design improvements
- Truck-only lanes
- Runaway and climbing truck lanes
- Shoulder widening
- Truck Parking Facilities
- Real-time information systems
- Electronic screening and credentialing
- Traffic signals
- Work Zone management
- Ramp metering
- ITS and other technologies for intermodal facilities and border crossings
- Additional road capacity for highway freight bottlenecks
- Any project that improves flow of freight to the NHFN
- Diesel retrofits
- Data collection and analysis
- Performance Target development

Nationally Significant Freight and Highway Projects

The FAST Act creates the new Nationally Significant Freight and Highway Projects discretionary program to provide Federal financial assistance for projects of national or regional significance. Grants must be at least \$25 million, and may only be made to State or local government agencies or groups of multiple agencies. Other features include:

- Highway freight projects must be on the NHFN (see below) or a highway or bridge project on the NHS, including adding interstate capacity.
- Other freight projects may also include rail, intermodal facilities, projects in scenic areas, and highway-rail grade separation, however non-highway projects are limited to \$500 million over five years, must improve freight on the NHFN, and must provide public benefits.
- Eligible projects and project costs must be equal to or exceed the lesser of \$100 million, 30 percent of a State's apportionment if the project is in one State, or 50 percent of the largest State's apportionment in a multi-State project.
- Ten percent of the program annually must be set aside for Small Projects (grants that are still a minimum \$5 million).
- 25 percent of annual eligible funding will be set aside for projects in rural areas (areas outside urbanized areas with populations over 200,000).
- Federal project share may not exceed 60 percent, or 80 percent if other Federal resources are used to satisfy the State share.
- Freight projects will be treated as if they occur on a Federal-aid Highway.
- Congress may disapprove funding for a project within 60 days of USDOT's selection.

Other Freight Provisions

- Trucks carrying fluid milk products on the interstates are considered non-divisible loads.
- Interstate weight waivers are allowed for covered heavy-duty tow and recovery vehicles.
- Allows up to 86,000 pounds of gross vehicle weight on interstates for emergency vehicles.
- Allows for vehicle weight attributable to natural gas propulsion system to be exempt from total vehicle weight calculations.
- Provides specific Interstate Highway weight waivers certain States.
- Sets aside \$1.2 billion of HSIP funds over five years for the Section 130 highway-rail grade crossing program.
- Includes ferries/terminals, truck parking facilities, rail-grade crossings and intermodal transfers in ports as eligible projects in the new STBGP.
- Calls for a report on delays in goods movement.
- A working group is established to address expedition of State approval for emergency routes for commercial vehicles, including examination of potential pre-approved routes.
- Creates a new port performance statistics program.
- Provides community safety grants for crude-by-rail.
- Creates a framework for emergency planning and response for crude-by-rail derailments.

IN-DEPTH LOOK: PROGRAM AND PROJECT DELIVERY

The project delivery provisions in the FAST Act contain many important streamlining measures. The Act requires USDOT to allow States to assume Federal responsibility for project design, plans, specifications, estimates, contract awards and inspection of projects, to the maximum extent practicable. In addition, USDOT is required to work with the States to develop legislative recommendations for the delegation of additional authorities to the States, including real estate acquisition and project design. The Act also allows USDOT operating administrations to adopt the National Environmental Policy Act environmental documents and assessments developed by other operating administrations. The Act expands the multimodal categorical exclusion (CE) established in MAP-21 to provide the authority for any DOT operating administration to use a categorical exclusion of another operating administration.

- Requires annual indexing of the financial thresholds for the CE for projects with limited Federal assistance, in accordance with the consumer price index. Limited funding is defined as any project that receives less than \$5 million in Federal funds, or has a total estimated cost of less than \$30 million with Federal funds comprising less than 15 percent of the total estimated cost of the project.
- Requires USDOT to propose new categorical exclusions for rail projects, as well as a process for considering new categorical exclusions.
- Requires USDOT to revise its regulations related to programmatic categorical exclusion (PCE) agreements. Such agreements shall include the CEs listed in FHWA regulations as well as additional CEs that meet Federal requirements. The CEs included in the agreements must be in effect on the date of enactment of this legislation.
- Requires USDOT to provide, upon request by a State, technical assistance related to the State assuming the Federal responsibilities for categorical exclusions.
- Requires USDOT to provide States with a notice of corrective action needed and extended time to comply with the notice prior to terminating the categorical exclusion assignment and for the full NEPA assignment.
- Amends the audit process for States that have Federal NEPA assignment by making audits annual for four years, rather than the current semiannual audits in the first two years of assignment. Audits cannot exceed 180 days and the audit team must be developed in consultation with the State. Limits USDOT information requests to information reasonably considered necessary, and reinforces State authority under the assignment. Allows States to assume NEPA for locally administered projects.
- Requires USDOT, in consultation with the Council on Environmental Quality (CEQ), to establish a pilot program for States with NEPA assignment to allow these States to either substitute their State environmental review law(s) for NEPA or allow NEPA to substitute for their State environmental review law(s).
- Directs USDOT to apply the environmental streamlining measures in 23 USC 139 to rail projects when conducting NEPA analysis to the greatest extent feasible.
- Narrows the participating agency comments that State DOTs must consider and address during the NEPA process to comments within the special expertise or jurisdiction of the agency.
- Requires, to the maximum extent practicable, that the NEPA range of alternatives be used for all Federal environmental reviews and permitting.
- Requires the lead agency to reduce duplication, to the maximum extent practicable, between the evaluation of alternatives in NEPA, the metropolitan planning process, and State environmental review process.
- Allows USDOT, under certain circumstances, to eliminate alternatives from detailed NEPA review in an Environmental Impact Statement (EIS) if the alternative has already been considered in the metropolitan transportation planning or other State or local environmental process, with the concurrence of Federal agencies with permit or other approvals.
- Requires Federal resource agencies to give “substantial weight” to the recommendations in programmatic mitigation plans when carrying out NEPA responsibilities or other Federal environmental laws. Current law states that agencies “may use” the mitigation plans.
- States that an issue resolved by the lead agency with concurrence of participating agencies may not be reconsidered unless “significant new information or circumstances arise.”
- Requires lead agencies to invite participating agencies with 45 days of initiating the environmental review process.
- Requires USDOT to examine ways to modernize, simplify, and improve the implementation of NEPA.
- Encourages programmatic approaches to environmental reviews.

- Allows project sponsors receiving financial assistance from USDOT to request that USDOT allow the project sponsor to use federal funds received to support Federal agencies, State agencies, and Indian tribes participating in the environmental planning and review process to expedite the review process and environmental permitting. USDOT may provide additional funding for these purposes and improve permitting and review processes. Also, expands project sponsors authorized to make this request beyond States to “public entities receiving financial assistance from DOT.”
- Requires USDOT, within 45 days of receiving a project initiation application, to provide the project sponsor a written response describing the determination to initiate the environmental review process, to decline the application, or to request additional information.
- Expands the reconstruction activities in declared emergencies that are exempt from NEPA review. Also, allows certain stormwater general permits and Army Corps of Engineers regional permits to apply to emergency reconstruction activities. These activities are also exempt from Section 7 of the Endangered Species Act, the National Historic Preservation Act, the Migratory Bird Treaty Act, the Wild and Scenic Rivers Act, and the Fish and Wildlife Coordination Act.
- Allows the project sponsor to request a specific operating administration to serve as the lead agency for a project.
- Allows recipients and subrecipients of Title 23 funding to incur at-risk preliminary engineering costs before receiving project authorization, and request reimbursement of applicable Federal funds after the project authorization is received.
- Provides flexibility to the imposition of financial penalties on Federal agencies that do not make timely decisions.
- Requires USDOT to propose an exemption from the historic preservation requirement to assess and address potential impacts on the vast majority of railroad rights-of way, similar to the categorical exemption granted to Interstate highways in 2005.
- Exempts the maintenance, rehabilitation, and operation of railroad or rail transit lines from being considered a use of a historic site.
- Exempts bridges from Section 4(f) analysis if they are exempt under Section 106 of the National Historic Preservation Act.
- Requires the Comptroller General to access the progress made in SAFETEA-LU, MAP-21, and this Act to accelerate project delivery, make recommendations regarding additional streamlining measures, and report to Congress within two years of the enactment of this Act.
- Directs USDOT, in coordination with a steering committee consisting of various Federal agencies, to develop a coordinated and concurrent environmental review and permitting process for transportation projects initiating an EIS. The process must require “early concurrence or issue resolution” during the scoping process on purpose and need, and during the development of the environmental impact statement, on the range of alternatives for analysis.
- Requires lead agencies to establish project schedules for the completion of the environmental review processes for environmental impact statements and environmental assessments after consultation with and the concurrence of each participating agency for the project. Also requires concurrence of participating agencies for changes to project schedules
- Improves the process for the lead agency to adopt planning level decisions and products into the NEPA process and expands the decisions and information that may be adopted. Also, allows for cooperating agencies to adopt planning decisions and products for environmental permits, approvals, and reviews under Federal laws other than NEPA. However, requires the concurrence of cooperating agencies if the planning product is “necessary for a cooperating agency to issue a permit, review, or approval for the project.” Planning products must be adopted within five years of development and must be sufficient to meet NEPA requirements.

- Repeals from general NEPA law (42 United States Code) and adds to Title 49 and Title 23 two MAP-21 streamlining measures: 1) allowing a final EIS to consist of the draft EIS with errata pages if comments on the draft were “minor” and 2) directing USDOT to issue a combined final EIS and record of decision (ROD) “to the maximum extent practicable.”
- Requires USDOT to establish an online “Permitting Dashboard” to make publicly available information related to the progress and status of environmental reviews and permitting on projects requiring either an environmental impact statement or an environmental assessment. This reporting system would provide for reporting not only from USDOT on the NEPA action but also from resource and regulatory agencies.
- Requires USDOT, in coordination with the Department of Interior (DOI) and the Advisory Council on Historic Preservation (AHP), to develop procedures to better align NEPA, Section 4(f) of the Department of Transportation Act and Section 106 of the National Historic Preservation Act processes. Provides that if USDOT determines through the NEPA process that there is no prudent and feasible alternative to using the historic property, and the State Historic Preservation Office (SHPO), AHP and DOI concur, 4(f) requirements are satisfied.
- Requires the lead agency, in consultation with participating agencies, to develop a checklist of potential natural, cultural, and historic resources in the area of the project and provide such list to the project sponsor.
- Requires Federal agencies to rely on the NEPA document to the maximum extent practicable for permits and reviews. Lead agencies are required to develop a single environmental document sufficient for all Federal approvals/permits, to the maximum extent practicable. Participating agencies are required to provide information in a timely manner.
- Directs USDOT to convene inter-agency collaboration sessions to coordinate business plans, workload planning, and workforce management. The collaboration shall ensure that agency staff is utilizing the flexibility in existing regulations, policy and guidance and identifying additional efficiencies, and shall work with local transportation agencies to improve processes and engage stakeholders early in the permitting process. Requires reports to Congress on progress made in aligning Federal environmental reviews and associated acceleration of environmental reviews and permits.
- Establishes the Federal Permitting Improvement Steering Counsel consisting of various Federal agencies, including USDOT, as well as a new environmental review process. The new environmental process requirements apply only to projects over \$200 million. Projects subject to 23 USC 139 are exempt from these requirements. As the 23 USC 139 process is required only for EISs, these new requirements will only apply to categorical exclusions or environmental assessments that exceed \$200 million.
- Requires USDOT to designate national electric vehicle charging and natural gas fueling corridors and locations.
- Requires USDOT to encourage the development and protection of pollinator habitats in transportation rights-of-way.
- Adds vehicle to infrastructure communication equipment to the list of eligible projects for funding through the Congestion Mitigation and Air Quality Improvement Program.
- Provides exceptions to the requirement for States and MPOs to give priority in nonattainment and maintenance areas for PM 2.5 to projects proven to reduce PM 2.5. Exemptions include low-population density States and areas where regional motor vehicle emissions are not an insignificant contributor to PM 2.5.

- Requires designs for new construction, reconstruction, resurfacing, restoration, or rehabilitation of a highway on the National Highway System to take into account (current law allows for these factors to be considered but does not require them to be considered): constructed and natural environment of the area; environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity, and access for other modes of transportation.
- Expands the elements to be considered by the Secretary in developing design criteria to include the *AASHTO Highway Safety Manual* and the *Urban Street Design Guide* produced by NACTO. Also allows local jurisdictions to use a roadway design guide different from the design guide used by the State as long as the guide is approved by FHWA.

IN-DEPTH LOOK: PLANNING, PERFORMANCE MANAGEMENT, AND ASSET MANAGEMENT

Performance-based Planning Process

The FAST Act makes no significant changes to the performance-based planning and programming policy requirements included in MAP-21. The notable changes are:

- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system. Specifically, includes the phrase “improve the resilience and reliability of the transportation system.”
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process. Specifically, includes the language “...intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter van pool providers” as additional content in the statewide transportation plan and the transportation improvement program.
- Clarified what “private providers of transportation” include.
- Requires State DOTs to incorporate the performance measures of a transit agency not represented by a metropolitan planning organization (MPO) into its long range transportation plan regardless if it is in an urban or rural area.
- Changed to a “shall” regarding the inclusion of description of performance measures and the system performance report in a State’s long-range transportation plan.
- Adds language that the long-range transportation plan shall consider public ports and freight shippers.

Performance Data Support Program

The FAST Act includes new provisions to enable the USDOT to better support the State DOTs, MPOs, and FHWA in the collection and management of data for performance-based planning and programming. This includes data analysis activities related to:

- Vehicle Probe Data (e.g., the National Performance Management Research Data Set)
- Household Travel Behavior Data (e.g., National Household Travel Survey)
- Travel Demand Model Data (e.g., 4-step model to improve data collection technique and analysis tools)
- Improved Travel Demand Models
- Performance Management Prediction Tools (e.g., new tools to predict future transportation performance)

These data-related activities are funded at \$10 million per year over the five year duration of the FAST Act.

Freight Planning

The FAST Act includes new provisions on freight planning. State DOTs will have to develop multimodal State freight plans that are coordinated with the performance-based planning process. The following highlights the freight planning requirements (additional information in the Freight section of this summary):

- Requires the development of multimodal State freight plans by the State DOT. The plan must be updated every five years if it is not part of the State's Long-range Transportation Plan (LRTP).
- The State freight plan can be a part of the LRTP or a separate document. The FAST Act provides a number of details of what is required in the multimodal State freight plan and the granularity of data and analysis may not be consistent with the manner in which State DOTs currently develop their LRTPs.
- There is no requirement that the MPOs develop any type of separate freight component for their long-range plans.
- Provides for the development of freight analysis tools and data but no specific funding. This is separate from the performance management data support program.

Performance Measures

The FAST Act does not make significant changes to the performance management policy requirements included in MAP-21. This includes no new national-level performance measures beyond what is currently being developed through the Federal rule-making process.

Reporting Cycle and Penalties

The FAST Act changes from two to one the number of reporting cycles after which penalties are imposed. The impact varies based upon the performance measure area:

- If a State DOT does not achieve or make significant progress toward achieving targets after one reporting cycle to include in a report a description of the actions they will undertake to achieve their targets in the future.
- The penalty for falling below the minimum condition levels for pavements on the Interstate system is imposed after the first reporting cycle.

Unpaved Roads

Removes the requirement for State DOTs to collect Model Inventory of Roadway Elements data on public roads that are gravel or otherwise unpaved.

Achievement of Freight Performance Targets

USDOT will now assess if the State DOT has made significant progress towards the achievement of the freight targets established under 150(d). If the State DOT has not, then there are additional reporting requirements but no penalties associated with obligating the freight funds.

Performance Data Support Program

See description under the Planning section in this document.

Asset Management

There are no changes to the requirement that State DOTs must develop a risk-based asset management plan. Money under the new STBGP can be used to develop an asset management plan.

IN-DEPTH LOOK: HIGHWAY SAFETY

- The FAST Act removes current law eligibility which allows use of HSIP funds for non-infrastructure safety programs, such as education and enforcement activities. Unlike the DRIVE Act, however, overall HSIP funding level is maintained at the current baseline.
- Requires FMCSA to remove safety scores assigned to truck companies from a public website.
- USDOT is asked to conduct a study on the impacts of marijuana-impaired driving.
- Prohibits rental car agencies and car dealers with fleets of more than 35 cars from renting vehicles that have been recalled but not repaired. The bill does not require used-car dealers to repair recalled vehicles before selling them.
- Triples the maximum fine the NHTSA can levy against an automaker that violates safety defect regulations from \$35 million to \$105 million per violation.
- Doubles the time automakers would have to retain safety records from five years to ten years.
- Requires the government to revise the five-star rating system for new cars to reflect not only the ability of a vehicle to protect passengers in a crash, but also whether the vehicle comes equipped with crash avoidance systems like automatic braking and lane-change monitoring.
- Provides \$21 million for research into in-vehicle sensor technology that can determine if a driver has a dangerously high level of alcohol in his or her body and automatically lock the ignition.

IN-DEPTH LOOK: RESEARCH AND INNOVATION

- Establishes a new statutory title on innovation and creates the Advanced Transportation and Congestion Management Technologies Deployment initiative funded at \$60 million per year. This program provides grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies focused on improvements in safety, efficiency, system performance, and infrastructure return on investment.
- Authorizes a research program to examine user fee-based alternative revenue mechanisms to ensure long-term HTF solvency, funded at between \$15 and \$20 million per year.
- Provides up to \$5 million for a study by the TRB on actions needed to upgrade and repair the Interstate Highway System to meet growing and shifting demands over the next 50 years.
- Requires FHWA to continue the Every Day Counts initiative; working with States and local transportation agencies and industry stakeholders to accelerate innovation deployment, accelerate project delivery, improve environmental sustainability, enhance roadway safety, and reduce congestion.

IN-DEPTH LOOK: PUBLIC TRANSPORTATION

- The FAST Act provides a total of \$61.1 billion over the five years and grows transit funding by more than ten percent in year one and by almost 18 percent over the five-year authorization period.
- The bill grows the Urbanized Area Formula program by less than two percent in 2016 starting at \$4.5 billion; it is increased by 10.6 percent over the five-year authorization to \$4.9 billion.
- The Rural Area Formula Program grows 10.8 percent from \$620 million in FY 2016 to \$673 million in 2020.
- The Enhanced Mobility of Seniors and Individuals with Disabilities program grows by 10.6 percent over five years.

- The Growing States Program increases by 14.3 percent and the High Density States formula programs increases by just over two percent over the five-years.
- Authorizes new competitive grant programs for bus and bus facilities and increases funding for the Bus and Bus Facilities Program, from \$428 million in 2015 to \$696 million in 2016 and to \$809 million in 2020. The competitive bus program includes \$55 million annually for no/low emission buses and grows from \$268 million in 2016 to \$344 million by 2020.
- The State of Good Repair Program grows from \$2.5 billion in FY 2016 to \$2.7 billion in 2020. This is a 15.7 percent increase over current levels of funding.
- The Capital Investment Grants Program (“New Starts”) Federal match is reduced from 80 percent to 60 percent for projects with full funding grant agreements. The Federal match for small starts and core capacity projects remains at 80 percent. The eligibility to use certain other, non-transit Federal funding towards the 80 percent match is also retained. The GF-authorized funding level for New Starts is at \$2.3 billion in FY 2016, and each year thereafter is subject to annual GF appropriations as has been traditionally.
- Creates mechanisms to pool resources for transit providers by enabling cooperative procurements and leasing for small urban and rural systems.
- Creates a pilot program for Innovative Coordinated Access and Mobility. This pilot program is authorized for projects to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services.
- The Transit Cooperative Research Program is funded directly from the Mass Transit Account at \$5 million annually. The Human Resources and Training is funded at \$4 million annually and the National Transit Institute at \$5 million annually from the Mass Transit Account.
- Provides \$199 million in one-time funding for implementation of positive train control (PTC) systems by commuter railroads.

IN-DEPTH LOOK: RAIL TRANSPORTATION

- Combining the rail program title in the DRIVE Act with the stand-alone Passenger Rail Reform and Investment Act passed in March by the House of Representatives, the FAST Act includes authorization for rail programs for the first time in the surface transportation bill. \$10.4 billion in total rail program funding under the FAST Act are authorized for five years from the GF, comprised of \$8.2 billion to Amtrak and \$2.2 billion for the FRA programs.
- The State Supported Route Committee is authorized to receive \$2 million in operational funding each year. This effort builds upon the work of the States, Amtrak, and the FRA in developing a cost accounting methodology as required by Section 209 of the Passenger Rail Improvement and Investment Act of 2008 (PRIIA).
- The Northeast Corridor Commission comprised of States, Amtrak, and the FRA, created under the PRIIA, is reauthorized at \$5 million per year.
- The Gulf Coast Working Group comprised of States, Amtrak, the FRA, and others, are authorized for \$500,000 in funding support in 2016 and 2017. This Working Group will look at the feasibility of re-establishing intercity passenger rail service between Orlando, Florida, and New Orleans, Louisiana that ended after Hurricane Katrina.
- Section 130 eligibilities are expanded to allow for addressing idling trains at grade crossings. In addition, program funding from the HTF is increased from \$225 million in 2016 to \$245 million in 2020.
- The number of members on the Amtrak Board of Directors is increased to ten from nine.

- The FAST Act speeds project delivery and improves environmental streamlining by applying provisions already in law for other modes of transportation to rail projects. The bill creates a process to identify additional CEs used in transportation projects and proposes new and existing exclusions for rail. The bill directs the USDOT to apply the expedited environmental review procedures used for highways and transit to rail projects.
- Amtrak's financial, business lines, and asset activities accounting/appropriations are divided into two accounts: Northeast Corridor and National Network. This new accounting and appropriations structure will allow Amtrak to reinvest the Northeast Corridor net operating revenues into the Corridor's substantial capital investment needs while also continuing the operation of the National Network.
- The Railroad Rehabilitation and Improvement Financing (RRIF) program is amended to allow greater access to the program by streamlining USDOT's approval processes to be similar to that for TIFIA. The FAST Act seeks to make RRIF a more flexible lender and enable partnerships that combine RRIF loans with other types of financing. Requires the USDOT to pay back the credit risk premium with interest to the borrower once the loan has been repaid.
- Raises the liability cap on passenger rail accidents from \$200 million to \$295 million, and making the increase retroactive to include the recent Amtrak crash in Philadelphia.
- Requires the Federal government to revisit a rule requiring trains that haul crude oil and ethanol be equipped with electronically controlled brakes that automatically stop rail cars at the same time rather than sequentially. The bill requires a study and real-world testing of the brakes, after which the Secretary can decide whether the cost of rule is merited or whether it should be revised.
- Requires Amtrak to permit train passengers to carry small domesticated cats and dogs in a pet carrier on board for a fee.

FEDERAL-AID HIGHWAY PROGRAM AUTHORIZATIONS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)

| | FY2015 | FY2016 | FY2017 | FY2018 | FY2019 | FY2020 | FY 2016-2020 | FY 2016-2020 | Section | Reference |
|---|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|-----------------------|-------------------------------|------------------|
| | Authorization¹ | Authorization | Authorization | Authorization | Authorization | Authorization | Total | Average Annual | | |
| DETAILED HIGHWAY PROGRAM (Appropriated) | | | | | | | | | | |
| <i>Implied Soft Money Programs:</i> | | | | | | | | | | |
| National Highway Performance Program | 37,758,000,000 | 39,727,500,000 | 40,547,805,000 | 41,424,020,075 | 42,358,902,696 | 43,373,294,311 | 207,431,523,082 | 41,486,394,616 | Sec. 1101(a)(1) | |
| Surface Transportation Block Grant Program | 21,981,178,122 | 22,332,260,060 | 22,827,910,027 | 23,261,963,879 | 23,741,386,895 | 24,225,621,114 | 116,399,144,775 | 23,279,828,955 | | |
| Highway Safety Improvement Program (HSIP) | 10,077,074,081 | 11,162,564,768 | 11,424,412,150 | 11,667,786,566 | 11,876,328,314 | 12,136,980,131 | 58,288,082,929 | 11,653,616,586 | | |
| Railway-Highway Crossings Program | 2,192,406,423 | 2,225,594,512 | 2,275,061,630 | 2,317,759,770 | 2,359,554,152 | 2,407,423,445 | 11,585,393,509 | 2,317,078,702 | | |
| Safety-related Programs (Allocated set-aside from HSIP) | 220,000,000 | 225,000,000 | 230,000,000 | 235,000,000 | 240,000,000 | 245,000,000 | 1,175,000,000 | 235,000,000 | Sec. 1108 | |
| Congestion Mitigation and Air Quality Improvement Program | 0 | 3,500,000 | 3,500,000 | 3,500,000 | 3,500,000 | 3,500,000 | 17,500,000 | 3,500,000 | Sec. 1418 | |
| Metropolitan Planning Program | 2,266,889,602 | 2,309,059,935 | 2,360,308,101 | 2,405,187,322 | 2,449,216,207 | 2,498,960,969 | 12,022,732,534 | 2,404,546,507 | | |
| Transportation Alternatives Program | 313,551,772 | 328,270,722 | 355,988,378 | 362,986,446 | 380,360,775 | 388,516,037 | 1,717,082,358 | 343,416,472 | | |
| National Highway Freight Program ³ | 819,900,000 | 0 | 1,140,250,003 | 1,090,673,914 | 1,189,826,092 | 1,338,554,353 | 1,487,282,615 | 6,246,586,977 | 1,249,317,395 | |
| WE Administration Expenses: | | | | | | | | | | |
| General Administration/ARC | 440,000,000 | 453,000,000 | 459,795,000 | 466,691,325 | 473,392,304 | 480,792,689 | 2,333,976,918 | 466,795,384 | Sec. 1104(a) | |
| Disadvantaged Business Enterprises | 45,000,000 | 42,000,000 | 43,575,000 | 44,692,304 | 45,862,000 | 46,179,689 | 2,213,967,918 | 442,795,384 | | |
| Highway Use Tax Evasion Projects | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 23 U.S.C. 140(b) | |
| Other Programs from Administrative Expenses | 2,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 20,000,000 | 4,000,000 | Sec. 1110(l) | |
| Detailed Lands & Tribal Transportation: | | | | | | | | | | |
| Tribal Transportation ⁴ | 1,000,000,000 | 1,050,000,000 | 1,075,000,000 | 1,100,000,000 | 1,125,000,000 | 1,150,000,000 | 5,500,000,000 | 1,100,000,000 | | |
| Federal Lands Transportation | 450,000,000 | 465,000,000 | 475,000,000 | 485,000,000 | 495,000,000 | 505,000,000 | 2,425,000,000 | 485,000,000 | Sec. 1101(a)(3)(A) | |
| Federal Lands Access ⁴ | 330,000,000 | 335,000,000 | 345,000,000 | 355,000,000 | 365,000,000 | 375,000,000 | 1,775,000,000 | 355,000,000 | Sec. 1101(a)(3)(B) | |
| Jet Programs: | | | | | | | | | | |
| TIA | 1,387,000,000 | 1,677,000,000 | 1,715,000,000 | 1,775,000,000 | 1,840,000,000 | 1,890,000,000 | 8,897,000,000 | 1,775,400,000 | | |
| Territorial and Puerto Rico Highway | 1,000,000,000 | 1,275,000,000 | 1,285,000,000 | 1,300,000,000 | 1,300,000,000 | 1,300,000,000 | 1,435,000,000 | 287,000,000 | Sec. 1101(a)(2) | |
| Puerto Rico Highway (Non-add) | 190,000,000 | 200,000,000 | 200,000,000 | 200,000,000 | 200,000,000 | 200,000,000 | 1,000,000,000 | 200,000,000 | Sec. 1101(a)(4) | |
| Territorial Highway (Non-add) | 150,000,000 | 158,000,000 | 158,000,000 | 158,000,000 | 158,000,000 | 158,000,000 | 790,000,000 | 158,000,000 | Sec. 1115(l) | |
| Nationally Significant Freight and Highway Projects | 40,000,000 | 42,000,000 | 42,000,000 | 42,000,000 | 42,000,000 | 42,000,000 | 210,000,000 | 42,000,000 | Sec. 1115(g) | |
| Construction of Ferry Boats ⁵ | 0 | 800,000,000 | 850,000,000 | 900,000,000 | 950,000,000 | 1,000,000,000 | 4,500,000,000 | 900,000,000 | Sec. 1101(a)(5) | |
| Emergency Relief | 67,000,000 | 80,000,000 | 80,000,000 | 80,000,000 | 80,000,000 | 80,000,000 | 400,000,000 | 80,000,000 | Sec. 112(a)(2) | |
| Nationally Significant Federal Lands and Tribal Projects (General Fund) ⁶ | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 500,000,000 | 100,000,000 | Sec. 112(c) | |
| Appalachian Regional Development Program (General Fund) | 30,000,000 | 0 | 110,000,000 | 110,000,000 | 110,000,000 | 110,000,000 | 550,000,000 | 110,000,000 | Sec. 143(b) | |
| Regional Infrastructure Accelerator Demonstration Program (General Fund) | 0 | 12,000,000 | 0 | 0 | 0 | 0 | 12,000,000 | 2,400,000 | Sec. 144(f) | |
| Transportation Research: | | | | | | | | | | |
| Highway Research & Development | 400,000,000 | 414,500,000 | 417,500,000 | 417,500,000 | 420,000,000 | 420,000,000 | 2,089,500,000 | 417,900,000 | | |
| Technology & Innovation Deployment | 115,000,000 | 125,000,000 | 125,000,000 | 125,000,000 | 125,000,000 | 125,000,000 | 625,000,000 | 125,000,000 | Sec. 6002(a)(1) | |
| Training and Education | 62,500,000 | 67,500,000 | 67,500,000 | 67,500,000 | 67,500,000 | 67,500,000 | 337,000,000 | 67,400,000 | Sec. 6002(a)(2) | |
| Intelligent Transportation Systems (ITS) | 24,000,000 | 24,000,000 | 24,000,000 | 24,000,000 | 24,000,000 | 24,000,000 | 120,000,000 | 24,000,000 | Sec. 6002(a)(3) | |
| University Transportation Centers | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 500,000,000 | 100,000,000 | Sec. 6002(a)(4) | |
| Bureau of Transportation Statistics | 72,500,000 | 72,500,000 | 72,500,000 | 72,500,000 | 72,500,000 | 72,500,000 | 77,500,000 | 75,000,000 | Sec. 6002(a)(5) | |
| 26,000,000 | 26,000,000 | 26,000,000 | 26,000,000 | 26,000,000 | 26,000,000 | 26,000,000 | 130,000,000 | 26,000,000 | Sec. 6002(a)(6) | |
| TOTAL CONTRACT AUTHORITY (Highway Account of the Highway Trust Fund) | 40,955,000,000 | 43,100,000,000 | 44,005,100,000 | 44,973,212,000 | 46,007,596,000 | 47,104,092,000 | 225,190,000,000 | 45,038,000,000 | | |
| TOTAL GENERAL FUND (Subject to Appropriation) | 30,000,000 | 222,000,000 | 210,000,000 | 210,000,000 | 210,000,000 | 210,000,000 | 1,062,000,000 | 212,400,000 | | |
| AND TOTAL AUTHORIZATIONS | 41,025,000,000 | 43,322,000,000 | 44,215,100,000 | 45,183,212,000 | 46,217,595,000 | 47,314,092,000 | 226,252,000,000 | 45,250,400,000 | | |
| CONTRACT AUTHORITY EXEMPT FROM OBLIGATION LIMITATION | | | | | | | | | | |
| Emergency Relief | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 100,000,000 | 500,000,000 | 100,000,000 | See. 1102(b)(1) ⁷ | |
| National Highway Performance Program | 639,000,000 | 639,000,000 | 639,000,000 | 639,000,000 | 639,000,000 | 639,000,000 | 3,195,000,000 | 639,000,000 | Sec. 1102(b)(13) ⁷ | |
| CONTRACT AUTHORITY SUBJECT TO OBLIGATION LIMITATION | 40,256,000,000 | 42,361,000,000 | 43,286,100,000 | 44,234,212,000 | 45,268,596,000 | 46,385,092,000 | 221,495,000,000 | 44,299,000,000 | | |
| OBLIGATION LIMITATION | 40,256,000,000 | 42,361,000,000 | 43,286,100,000 | 44,234,212,000 | 45,268,596,000 | 46,385,092,000 | 221,495,000,000 | 44,299,000,000 | | |
| mounts are authorized out of the Highway Account of the Highway Trust Fund, unless otherwise noted. | | | | | | | | | | |
| based on Public Law 113-159, as amended by Public Law 114-21 and Public Law 114-41. | | | | | | | | | | |
| References are to the proposed Fixing America's Surface Transportation Act, unless otherwise specified. | | | | | | | | | | |
| represents net amount available after a portion is applied to the Metropolitan Planning Program per the freight formula under section 1104(b)(6) of the proposed FAST Act. Gross authorization for FY2016, FY2017, FY2018, FY2019, and FY2020 is \$1,1B, \$1B, \$1.2B, \$1.35B, and \$1.5B. | | | | | | | | | | |
| or portions of programs, but treated as allocated for the distribution of obligation limitation. | | | | | | | | | | |
| ontains a formula, but classified as an allocated program. | | | | | | | | | | |
| FY 2015, this program did not receive budget authority in the appropriations act. | | | | | | | | | | |
| or the equivalent provision in the annual appropriations act. | | | | | | | | | | |
| <i>Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.</i> | | | | | | | | | | |

FY 2015 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS AND ESTIMATED FY 2016 - FY 2020 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)

| Title | FY 2015 under Extension of MAP-21 if Applicable | Estimated FY 2016 Authorizations | Estimated FY 2017 Authorizations | Estimated FY 2018 Authorizations | Estimated FY 2019 Authorizations | Estimated FY 2020 Authorizations | FY 2015-2020 Total | FY 2015-2020 Average |
|--|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-----------------------|-------------------------|
| | | | | | | | | |
| Title I - Federal-aid Highways | | | | | | | | |
| Subtitle A- Authorizations and Programs | | | | | | | | |
| Federal-aid Highway Program 2/ | | | | | | | | |
| Split among Programs: | | | | | | | | |
| National Highway Performance Program | | | | | | | | |
| Surface Transportation Block Grant Program (STBG) | | | | | | | | |
| STBG-Sub-allocated (Map) | | | | | | | | |
| STBG-Sub-allocated by Population >200,000 | | | | | | | | |
| STBG-Sub-allocated by Population 5,000 to 200,000 | | | | | | | | |
| STBG-Sub-allocated by Population 5,000 & less | | | | | | | | |
| STBG- Available to any Area | | | | | | | | |
| STBG- Recreational Trails Program 3/ | | | | | | | | |
| STBG- SPRI (see 6/ below) | | | | | | | | |
| STBG- Sub-allocated by Population 4/ | | | | | | | | |
| STBG- Sub-allocated by Population >200,000 | | | | | | | | |
| STBG- Sub-allocated by Population 5,000 to 200,000 | | | | | | | | |
| STBG- Sub-allocated by Population 5,000 & less | | | | | | | | |
| STBG- Available to any Area 5/ | | | | | | | | |
| STBG- Bridge Spans | | | | | | | | |
| STBG- Penalties 6/ | | | | | | | | |
| STBG- Not Available to any Area | | | | | | | | |
| Highway Safety Improvement Program (HSIP) | | | | | | | | |
| State-Highway Crossing (see 6/ below) | | | | | | | | |
| Safety-related Programs (located outside from HSIP) | | | | | | | | |
| Construction Mitigation & Air Quality Improvement Program | | | | | | | | |
| Metropolitan Transportation Planning Program | | | | | | | | |
| National Highway Freight Program 7/ | | | | | | | | |
| Transportation Alternative Program | | | | | | | | |
| Recreational Trails Program 8/ | | | | | | | | |
| FY 2015 apportionments under P.L. 114-41 (before penalty shifts and before RTP opt-out). | | | | | | | | |
| Combined a count authorized for: | | | | | | | | |
| National Highway Performance Program (\$106.6 & 23 USC 119) | | | | | | | | |
| Surface Transportation Block Grant Program (\$109 & 23 USC 133) | | | | | | | | |
| Highway Safety Improvement Program (\$113 & 23 USC 148) | | | | | | | | |
| Rail way-Highway Crossing (see outside from Highway Safety Improvement Program; \$1108 & 23 USC 130) | | | | | | | | |
| Safety-related programs (located outside from HSIP; \$1418) | | | | | | | | |
| Construction Mitigation & Air Quality Improvement Program (\$114 & 23 USC 149) | | | | | | | | |
| Metropolitan Transportation Planning (\$101 & 23 USC 114) | | | | | | | | |
| National Highway Freight Program in § 116 & 23 USC 127 | | | | | | | | |
| For FY 2015 through FY 2020, the amount identified for the Recreational Trails Program assumes no State opts out. | | | | | | | | |
| Funds are sub-allocated at 51%, 52%, 53%, 54%, and 55% for FY 2016, FY 2017, FY 2018, FY 2019, and FY 2020, respectively. | | | | | | | | |
| Funds for any Area are at 53%, 48%, 47%, 46%, and 53% for FY 2016, FY 2017, FY 2018, FY 2019, and FY 2020, respectively. | | | | | | | | |
| Assumes the same states are subject to penalty in FY 2015 are subject to penalty in FY 2016-2020. | | | | | | | | |
| Repayments made available after portion is applied to the Metropolitan Planning Program per the freight formula under section 110(d)(6) of the proposed FAST Act. Gross authorization for FY 2016, FY 2017, FY 2018, FY 2019, and FY 2020 is \$1,159, \$1,18, \$1,28, \$1,359, and \$1,39, respectively. | | | | | | | | |
| <i>Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.</i> | | | | | | | | |

AASHTO SUMMARY OF THE NEW SURFACE TRANSPORTATION BILL:

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

| COMPARISON OF ACTUAL FY 2015 APPORTIONMENTS UNDER THE HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014, AS AMENDED, AND ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT) | | | | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|--------------------------|----------------------------|
| | | | | | | | | |
| State | Actual FY 2015 | Est. FY 2016 | Est. FY 2017 | Est. FY 2018 | Est. FY 2019 | Est. FY 2020 | FY 2016 to 2020 Total | FY 2016 to 2020 Average |
| Alabama | 732,263,043 | 769,571,910 | 785,463,731 | 802,438,701 | 820,550,261 | 840,202,114 | 4,018,226,717 | 803,645,343 |
| Alaska | 483,955,039 | 508,614,600 | 519,117,557 | 530,336,370 | 542,306,359 | 555,294,332 | 2,655,669,218 | 531,133,844 |
| Arizona | 706,182,063 | 742,166,445 | 757,492,248 | 773,862,621 | 791,329,101 | 810,281,016 | 3,875,131,431 | 775,026,286 |
| Arkansas | 499,714,166 | 525,175,061 | 536,020,027 | 547,604,161 | 559,963,932 | 573,374,836 | 2,742,138,017 | 548,427,603 |
| California | 3,542,468,412 | 3,723,001,547 | 3,799,881,396 | 3,882,001,196 | 3,969,619,475 | 4,064,689,233 | 19,439,192,847 | 3,887,838,569 |
| Colorado | 516,112,989 | 542,412,699 | 553,613,557 | 565,577,841 | 578,343,213 | 592,194,216 | 2,832,141,526 | 566,428,305 |
| Connecticut | 484,770,705 | 509,473,713 | 519,994,372 | 531,232,092 | 543,222,256 | 556,232,120 | 2,660,154,553 | 532,030,911 |
| Delaware | 163,267,961 | 171,587,491 | 175,130,787 | 178,915,587 | 182,953,804 | 187,335,451 | 895,923,120 | 179,184,624 |
| Dist. of Col. | 154,002,708 | 161,850,034 | 165,192,253 | 168,762,270 | 172,571,324 | 176,704,316 | 845,080,197 | 169,016,039 |
| Florida | 1,828,689,002 | 1,921,860,645 | 1,961,547,473 | 2,003,939,263 | 2,049,169,471 | 2,098,246,272 | 10,034,763,124 | 2,006,952,625 |
| Georgia | 1,246,238,772 | 1,309,739,819 | 1,336,786,115 | 1,365,675,824 | 1,396,499,894 | 1,429,945,392 | 6,838,647,044 | 1,367,729,409 |
| Hawaii | 163,244,192 | 171,562,378 | 175,105,158 | 178,889,407 | 182,927,036 | 187,308,045 | 895,792,024 | 179,158,405 |
| Idaho | 276,061,294 | 290,127,532 | 296,118,707 | 302,518,228 | 309,346,239 | 316,754,938 | 1,514,865,644 | 302,973,129 |
| Illinois | 1,372,231,384 | 1,442,156,608 | 1,471,937,238 | 1,503,747,647 | 1,537,687,978 | 1,574,514,759 | 7,530,044,230 | 1,506,008,846 |
| Indiana | 919,668,926 | 966,529,532 | 986,488,498 | 1,007,807,822 | 1,030,554,618 | 1,055,235,912 | 5,046,616,382 | 1,009,323,276 |
| Iowa | 474,345,450 | 498,513,780 | 508,808,186 | 519,804,234 | 531,536,542 | 544,266,622 | 2,602,929,364 | 520,585,873 |
| Kansas | 364,737,489 | 383,321,318 | 391,236,975 | 399,692,143 | 408,713,444 | 418,501,959 | 2,001,465,839 | 400,293,168 |
| Kentucky | 641,292,458 | 673,966,719 | 687,884,265 | 702,750,398 | 718,611,920 | 735,822,382 | 3,519,035,684 | 703,807,137 |
| Louisiana | 677,413,014 | 711,927,496 | 726,628,943 | 742,332,405 | 759,087,323 | 777,267,157 | 3,717,243,324 | 743,448,665 |
| Maine | 178,165,560 | 187,243,965 | 191,110,574 | 195,240,722 | 199,647,412 | 204,428,868 | 977,671,541 | 195,534,308 |
| Maryland | 580,007,300 | 609,563,599 | 622,151,114 | 635,596,565 | 649,942,279 | 665,508,023 | 3,182,761,580 | 636,552,316 |
| Massachusetts | 586,191,765 | 616,064,316 | 628,786,048 | 642,374,865 | 656,873,544 | 672,605,261 | 3,216,704,034 | 643,340,807 |
| Michigan | 1,016,207,628 | 1,067,989,869 | 1,090,043,951 | 1,113,601,188 | 1,138,735,743 | 1,166,007,859 | 5,576,378,610 | 1,115,275,722 |
| Minnesota | 629,372,872 | 661,441,891 | 675,100,754 | 689,690,575 | 705,257,282 | 722,147,855 | 3,453,638,357 | 690,727,671 |
| Mississippi | 466,803,812 | 490,587,875 | 500,718,610 | 511,539,831 | 523,085,607 | 535,613,291 | 2,561,545,214 | 512,309,043 |
| Missouri | 913,719,741 | 960,274,903 | 980,104,758 | 1,001,286,170 | 1,023,885,822 | 1,048,407,455 | 5,013,959,108 | 1,002,791,822 |
| Montana | 396,007,464 | 416,184,959 | 424,779,247 | 433,959,302 | 443,754,023 | 454,381,736 | 2,173,059,267 | 434,611,853 |
| Nebraska | 278,976,662 | 293,191,186 | 299,245,632 | 305,712,735 | 312,612,854 | 320,099,792 | 1,530,862,199 | 306,172,440 |
| Nevada | 350,472,546 | 368,332,024 | 375,938,098 | 384,062,585 | 392,731,061 | 402,136,745 | 1,923,200,513 | 384,640,103 |
| New Hampshire | 159,469,843 | 167,595,715 | 171,056,584 | 174,753,337 | 178,697,613 | 182,977,330 | 875,080,579 | 175,016,116 |
| New Jersey | 963,682,664 | 1,012,792,050 | 1,033,706,218 | 1,056,045,847 | 1,079,881,265 | 1,105,743,762 | 5,288,169,142 | 1,057,633,828 |
| New Mexico | 354,439,590 | 372,498,916 | 380,191,084 | 388,407,532 | 397,174,128 | 406,686,276 | 1,944,957,936 | 388,991,587 |
| New York | 1,620,088,460 | 1,702,649,572 | 1,737,809,280 | 1,775,365,392 | 1,815,436,141 | 1,858,914,699 | 8,890,175,084 | 1,778,035,017 |
| North Carolina | 1,006,630,450 | 1,057,922,052 | 1,079,768,287 | 1,103,103,510 | 1,128,001,186 | 1,155,016,278 | 5,523,811,313 | 1,104,762,263 |
| North Dakota | 239,621,802 | 251,831,294 | 257,031,648 | 262,586,445 | 268,513,174 | 274,943,940 | 1,314,906,501 | 262,981,300 |
| Ohio | 1,293,739,008 | 1,359,663,237 | 1,387,740,399 | 1,417,731,235 | 1,449,730,162 | 1,484,450,429 | 7,099,315,462 | 1,419,863,092 |
| Oklahoma | 612,127,810 | 643,315,998 | 656,600,603 | 670,790,656 | 685,930,829 | 702,358,595 | 3,358,996,681 | 671,799,336 |
| Oregon | 482,423,497 | 507,004,353 | 517,474,070 | 528,657,381 | 540,589,488 | 553,536,361 | 2,647,261,653 | 529,452,331 |
| Pennsylvania | 1,583,603,275 | 1,664,296,550 | 1,698,664,445 | 1,735,374,776 | 1,774,543,112 | 1,817,042,511 | 8,689,921,394 | 1,737,984,279 |
| Rhode Island | 211,081,927 | 221,837,373 | 226,418,345 | 231,311,545 | 236,532,377 | 242,197,215 | 1,158,296,855 | 231,659,371 |
| South Carolina | 646,306,850 | 679,236,584 | 693,262,955 | 708,245,330 | 724,230,875 | 741,575,911 | 3,546,551,655 | 709,310,331 |
| South Dakota | 272,190,802 | 286,059,805 | 291,966,983 | 298,276,779 | 305,009,059 | 312,313,885 | 1,493,626,511 | 298,725,302 |
| Tennessee | 815,605,297 | 857,163,013 | 874,863,555 | 893,770,525 | 913,943,445 | 935,831,968 | 4,475,572,506 | 895,114,501 |
| Texas | 3,331,596,800 | 3,501,354,175 | 3,573,657,617 | 3,650,889,094 | 3,733,291,741 | 3,822,702,306 | 18,281,894,933 | 3,656,378,987 |
| Utah | 335,148,600 | 352,225,393 | 359,498,902 | 367,268,156 | 375,557,614 | 384,552,048 | 1,839,102,113 | 367,820,423 |
| Vermont | 195,886,832 | 205,868,282 | 210,119,484 | 214,660,438 | 219,505,440 | 224,762,485 | 1,074,916,129 | 214,983,226 |
| Virginia | 982,180,040 | 1,032,226,472 | 1,053,542,076 | 1,076,310,501 | 1,100,603,428 | 1,126,962,342 | 5,389,644,819 | 1,077,928,964 |
| Washington | 654,304,963 | 687,644,962 | 701,844,910 | 717,012,693 | 733,196,062 | 750,755,744 | 3,590,454,371 | 718,090,874 |
| West Virginia | 421,797,542 | 443,288,929 | 452,442,922 | 462,220,829 | 472,653,435 | 483,973,279 | 2,314,579,394 | 462,915,879 |
| Wisconsin | 726,226,908 | 763,229,980 | 778,990,803 | 795,825,845 | 813,788,109 | 833,277,970 | 3,985,112,707 | 797,022,541 |
| Wyoming | 247,262,623 | 259,861,381 | 265,227,558 | 270,959,481 | 277,075,196 | 283,711,020 | 1,356,834,636 | 271,366,927 |
| Apportioned Total | 37,798,000,000 | 39,724,000,000 | 40,544,305,000 | 41,420,520,075 | 42,355,403,696 | 43,369,794,311 | 207,414,023,082 | 41,482,804,616 |

* Reflects \$3,500,000 takedown for safety-related programs for each fiscal year 2016 -2020.

Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.

SUMMARY OF ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)

(before post-apportionments set-asides, before penalties, before sequestration)

| State | National | Surface | Surface | STBGP set-aside: | Highway | Railway- | National | Freight | Appportioned |
|--------------------------|-----------------------------|------------------------------------|------------------------------------|-----------------------------|------------------------------------|---------------------------|-----------------------|----------------------|----------------------|
| | Highway Performance Program | Transportation Block Grant Program | Transportation Block Grant Program | Recreational Trails Program | Highway Safety Improvement Program | Railway-Crossings Program | | | |
| Alabama | 2,376,361,706 | 1,097,004,461 | 78,896,756 | 8,748,935 | 236,195,156 | 24,330,066 | 59,168,350 | 15,967,692 | 121,553,595 |
| Alaska | 1,503,781,098 | 718,552,415 | 26,037,733 | 7,639,610 | 158,980,298 | 5,875,000 | 142,730,532 | 11,775,386 | 80,297,146 |
| Arizona | 2,147,423,362 | 988,132,635 | 78,276,298 | 9,674,315 | 221,178,085 | 14,232,640 | 269,067,379 | 30,388,778 | 116,757,939 |
| Arkansas | 1,607,942,773 | 745,575,898 | 49,066,419 | 7,489,845 | 156,208,950 | 20,071,508 | 63,867,523 | 8,922,553 | 83,012,548 |
| California | 10,321,529,736 | 4,680,533,102 | 348,780,945 | 28,700,945 | 1,017,592,522 | 82,195,958 | 2,406,973,478 | 259,831,965 | 582,360,087 |
| Colorado | 1,557,723,500 | 717,263,584 | 53,082,555 | 7,988,260 | 153,203,318 | 16,901,928 | 219,373,417 | 27,485,980 | 85,169,004 |
| Connecticut | 1,443,708,482 | 679,950,379 | 39,938,814 | 4,811,080 | 151,404,555 | 6,858,117 | 229,462,021 | 23,967,260 | 80,053,845 |
| Delaware | 496,202,821 | 229,975,469 | 14,156,949 | 4,528,400 | 48,521,072 | 5,875,000 | 60,484,623 | 9,283,879 | 26,924,907 |
| Dist. of Col. | 470,709,734 | 219,454,356 | 12,195,967 | 4,125,490 | 45,767,707 | 5,875,000 | 52,393,833 | 9,217,352 | 25,381,753 |
| Florida | 5,941,963,917 | 2,705,251,195 | 243,828,684 | 13,012,660 | 606,280,363 | 45,169,660 | 70,524,881 | 107,152,191 | 301,452,866 |
| Georgia | 3,875,854,455 | 1,768,517,600 | 161,444,393 | 8,700,685 | 382,921,031 | 41,978,401 | 362,419,474 | 40,348,671 | 206,462,334 |
| Hawaii | 500,535,140 | 231,913,045 | 13,935,211 | 4,802,320 | 48,986,506 | 5,875,000 | 53,726,281 | 9,082,235 | 26,926,286 |
| Idaho | 866,282,379 | 404,714,029 | 19,728,220 | 8,552,800 | 85,528,204 | 9,440,855 | 66,459,820 | 8,406,240 | 45,751,097 |
| Illinois | 4,123,876,556 | 1,920,277,025 | 140,251,892 | 6,921,250 | 62,66,485 | 397,69,878 | 54,903,394 | 57,105,544 | 88,612,583 |
| Indiana | 2,871,811,259 | 1,320,397,663 | 109,577,683 | 6,008,545 | 275,857,166 | 38,973,030 | 244,388,633 | 27,181,674 | 152,440,729 |
| Iowa | 1,526,483,408 | 708,028,829 | 46,567,136 | 6,874,085 | 139,482,074 | 27,887,925 | 58,583,584 | 10,300,997 | 78,741,326 |
| Kansas | 1,168,655,487 | 529,893,154 | 46,815,208 | 6,921,250 | 96,395,244 | 31,834,886 | 49,356,983 | 10,115,488 | 2,001,465,839 |
| Kentucky | 2,069,399,597 | 964,860,478 | 60,095,307 | 214,975 | 207,763,160 | 19,107,932 | 71,052,946 | 13,155,793 | 106,478,496 |
| Louisiana | 2,190,747,622 | 1,031,006,011 | 53,818,117 | 7,588,215 | 218,848,636 | 21,326,525 | 59,367,620 | 22,326,957 | 112,213,621 |
| Maine | 549,831,819 | 257,810,653 | 10,167,646 | 7,213,705 | 53,693,191 | 6,582,903 | 53,406,737 | 9,566,644 | 29,388,243 |
| Maryland | 1,720,287,778 | 801,532,358 | 56,680,701 | 5,618,100 | 176,329,080 | 12,252,028 | 278,496,367 | 36,012,403 | 95,552,765 |
| Massachusetts | 1,702,044,620 | 795,871,003 | 54,408,841 | 5,933,645 | 173,661,471 | 12,915,481 | 328,935,103 | 46,682,210 | 96,251,660 |
| Michigan | 3,086,133,481 | 1,410,586,586 | 121,553,796 | 14,289,775 | 145,535,762 | 40,147,155 | 383,778,647 | 53,777,384 | 167,704,024 |
| Minnesota | 1,962,199,235 | 895,343,991 | 73,853,714 | 12,060,240 | 183,424,213 | 31,686,920 | 167,142,446 | 23,745,210 | 104,162,389 |
| Mississippi | 1,502,678,157 | 694,934,335 | 47,833,049 | 6,809,620 | 146,668,877 | 18,071,378 | 58,188,668 | 8,831,084 | 77,530,046 |
| Missouri | 2,930,021,224 | 1,361,232,688 | 92,464,822 | 8,316,995 | 291,937,491 | 29,282,725 | 122,254,691 | 26,993,513 | 151,454,999 |
| Montana | 1,255,899,859 | 596,899,222 | 22,292,144 | 8,033,525 | 127,591,982 | 9,931,647 | 77,214,121 | 9,336,476 | 65,714,307 |
| Nebraska | 884,154,786 | 406,738,554 | 28,754,988 | 6,086,935 | 77,788,335 | 19,141,020 | 53,339,463 | 8,607,293 | 46,230,825 |
| Nevada | 1,041,993,321 | 490,970,097 | 25,364,784 | 6,789,750 | 108,360,519 | 5,875,000 | 168,924,348 | 17,047,817 | 57,884,877 |
| New Hampshire | 488,611,388 | 225,027,009 | 13,327,163 | 6,339,720 | 47,689,319 | 5,875,000 | 53,676,922 | 8,209,724 | 26,324,334 |
| New Jersey | 2,806,132,582 | 1,319,668,505 | 35,477,526 | 6,133,785 | 288,160,588 | 19,446,681 | 59,887,601 | 64,650,906 | 158,611,189 |
| New Mexico | 1,130,380,201 | 26,604,737 | 30,524,463 | 7,149,155 | 115,497,479 | 8,426,741 | 19,494,902 | 3,388,885 | 58,816,373 |
| New York | 4,677,462,506 | 2,207,697,185 | 135,424,899 | 11,022,780 | 480,086,376 | 32,650,619 | 950,148,294 | 129,690,662 | 265,994,763 |
| North Carolina | 3,144,133,283 | 1,452,032,821 | 112,020,820 | 8,067,800 | 310,584,885 | 34,089,450 | 265,823,391 | 30,207,918 | 166,840,945 |
| North Dakota | 753,047,236 | 354,251,121 | 16,441,719 | 5,659,405 | 62,844,994 | 19,717,943 | 54,564,460 | 8,719,304 | 39,667,849 |
| Ohio | 3,928,630,036 | 1,824,955,930 | 357,726,455 | 8,359,255 | 385,483,377 | 45,670,089 | 496,650,656 | 60,159,150 | 213,763,215 |
| Oklahoma | 1,978,155,272 | 913,387,352 | 64,578,848 | 8,935,415 | 189,178,013 | 27,795,502 | 60,989,525 | 13,421,750 | 101,609,004 |
| Tennessee | 2,561,993,534 | 1,185,914,351 | 86,342,787 | 8,203,065 | 255,882,973 | 25,004,299 | 192,121,822 | 24,964,842 | 135,164,833 |
| Oregon | 1,521,199,507 | 713,261,770 | 38,737,565 | 8,050,765 | 151,414,631 | 15,352,693 | 100,622,605 | 18,798,716 | 2,647,261,653 |
| Pennsylvania | 4,855,148,248 | 2,289,554,983 | 131,796,500 | 9,956,330 | 497,738,628 | 34,510,276 | 542,002,878 | 67,361,097 | 261,882,454 |
| Rhode Island | 658,302,206 | 312,863,154 | 12,014,144 | 4,325,170 | 66,293,092 | 5,875,000 | 54,077,893 | 9,644,097 | 34,882,187 |
| South Carolina | 2,086,030,026 | 959,077,882 | 75,208,107 | 6,056,100 | 206,278,685 | 22,472,713 | 67,942,582 | 16,337,904 | 107,214,664 |
| South Dakota | 854,892,691 | 399,820,770 | 21,723,862 | 5,685,965 | 81,332,795 | 12,377,837 | 63,623,413 | 9,177,110 | 45,082,063 |
| Utah | 1,045,747,795 | 476,861,080 | 38,229,769 | 19,947,110 | 1,045,444,157 | 95,314,806 | 863,873,808 | 127,108,893 | 18,281,894,113 |
| Vermont | 602,360,063 | 285,462,690 | 11,059,348 | 5,140,050 | 60,181,283 | 5,875,000 | 61,440,092 | 10,886,211 | 32,310,882 |
| Virginia | 3,045,494,695 | 1,410,966,389 | 105,090,102 | 7,635,805 | 310,093,080 | 23,775,236 | 284,843,416 | 39,262,078 | 162,484,018 |
| Washington | 2,020,299,085 | 946,763,254 | 54,926,192 | 9,431,350 | 199,880,956 | 21,597,324 | 191,656,459 | 38,026,024 | 107,873,227 |
| West Virginia | 1,343,440,590 | 634,976,638 | 29,170,897 | 8,585,377 | 136,185,682 | 20,465,627 | 74,286,181 | 8,840,081 | 3,839,203,394 |
| Wisconsin | 2,298,554,936 | 1,050,636,233 | 86,723,415 | 10,838,188 | 221,924,721 | 30,086,071 | 142,099,729 | 23,743,184 | 120,305,648 |
| Wyoming | 778,983,972 | 370,509,324 | 11,356,411 | 7,372,380 | 79,524,025 | 5,875,000 | 54,045,953 | 8,210,346 | 40,957,220 |
| Apportioned Total | 116,399,144,775 | 54,048,082,929 | 3,799,200,000 | 420,800,000 | 11,555,393,509 | 1,175,000,000 | 12,022,732,534 | 1,777,082,358 | 6,246,586,977 |

¹ Reflects \$3,500,000 takedown for safety-related programs for each fiscal year.

Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the

SUMMARY OF ESTIMATED FY 2016 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)

(before post-apportionment set-asides; before penalties; before sequestration)

| State | National | Surface | Surface | STBGP set-aside: | Highway | Railway-Highway | National | |
|---------------------------|-----------------------------|------------------------------------|--------------------------------------|--|----------------|-------------------|--------------------------|-------------------|
| | Highway Performance Program | Transportation Block Grant Program | Transportation Block Grant Set-aside | Recreational Trails Improvement Program ¹ | Safety Program | Crossings Program | Freight Planning Program | Apportioned Total |
| Alabama | 455,951,217 | 209,631,313 | 15,592,429 | 1,749,787 | 45,374,122 | 4,658,949 | 11,383,745 | 22,188,355 |
| Alaska | 288,517,077 | 137,445,922 | 5,135,723 | 1,527,922 | 30,534,956 | 1,125,000 | 27,412,516 | 2,258,068 |
| Arizona | 411,957,759 | 188,739,367 | 15,467,687 | 1,934,563 | 42,484,510 | 2,725,399 | 51,676,497 | 5,827,406 |
| Arkansas | 308,512,509 | 142,491,405 | 9,692,709 | 1,493,969 | 30,10,642 | 3,843,490 | 12,266,258 | 1,711,004 |
| California | 1,924,660,268 | 884,076,885 | 68,901,913 | 5,756,189 | 185,471,326 | 15,728,162 | 462,277,146 | 49,825,833 |
| Colorado | 297,705,132 | 137,015,364 | 10,486,329 | 1,591,552 | 29,431,653 | 3,236,539 | 42,132,383 | 5,266,924 |
| Connecticut | 276,791,163 | 129,967,162 | 7,892,325 | 962,216 | 29,080,605 | 1,313,257 | 44,069,978 | 4,596,004 |
| Delaware | 95,199,826 | 43,937,898 | 2,791,539 | 905,980 | 9,321,580 | 1,125,000 | 10,616,546 | 1,774,450 |
| Dist. of Col. | 90,309,344 | 41,397,898 | 2,404,385 | 825,998 | 8,849,950 | 1,125,000 | 10,616,647 | 1,767,535 |
| Florida | 1,140,082,761 | 516,661,110 | 48,217,971 | 2,602,532 | 116,455,633 | 8,649,509 | 13,544,856 | 20,619,163 |
| Georgia | 743,626,331 | 337,736,885 | 31,926,010 | 1,740,137 | 73,562,218 | 8,038,417 | 67,684,920 | 7,737,332 |
| Hawaii | 96,031,897 | 44,309,737 | 2,747,081 | 960,464 | 9,412,905 | 1,125,000 | 10,318,553 | 1,741,625 |
| Idaho | 166,207,549 | 77,167,678 | 3,885,329 | 1,710,560 | 16,430,694 | 1,807,823 | 12,764,129 | 1,612,517 |
| Illinois | 791,183,895 | 366,985,793 | 27,734,998 | 1,525,297 | 76,305,872 | 10,513,416 | 109,688,007 | 16,992,504 |
| Indiana | 550,911,617 | 252,233,208 | 21,669,026 | 1,201,709 | 52,999,254 | 7,482,921 | 46,932,909 | 5,212,406 |
| Iowa | 292,883,109 | 135,317,156 | 9,199,453 | 1,374,817 | 26,802,644 | 5,356,411 | 1,975,37 | 14,317,417 |
| Kansas | 224,915,139 | 108,455,088 | 9,284,438 | 18,510,62 | 6,096,042 | 9,479,395 | 1,939,764 | 383,321,318 |
| Kentucky | 397,052,354 | 184,438,760 | 11,875,707 | 1,424,395 | 39,910,933 | 3,658,966 | 13,646,275 | 2,522,778 |
| Louisiana | 420,336,110 | 197,149,265 | 10,632,662 | 1,517,643 | 42,041,101 | 4,083,803 | 11,402,016 | 4,281,457 |
| Maine | 105,490,588 | 49,280,292 | 1,996,460 | 1,442,421 | 1,315,283 | 1,260,556 | 10,287,182 | 1,834,517 |
| Maryland | 330,161,161 | 153,144,738 | 11,203,275 | 1,123,820 | 33,870,292 | 2,346,133 | 53,487,408 | 6,905,081 |
| Massachusetts | 326,532,639 | 152,064,168 | 10,753,076 | 1,186,729 | 33,335,355 | 2,473,177 | 63,174,562 | 8,951,863 |
| Michigan | 592,091,019 | 269,411,107 | 24,017,526 | 2,883,555 | 57,284,399 | 7,687,753 | 73,718,834 | 10,312,637 |
| Minnesota | 376,470,972 | 197,987,758 | 14,587,471 | 2,416,448 | 35,243,727 | 6,067,708 | 32,101,015 | 4,553,423 |
| Mississippi | 288,717,734 | 132,800,919 | 9,450,073 | 1,361,973 | 28,177,77 | 3,460,477 | 11,175,589 | 1,693,073 |
| Missouri | 582,174,933 | 260,166,347 | 18,278,023 | 1,663,399 | 56,082,029 | 5,077,330 | 23,479,771 | 1,576,323 |
| Montana | 240,963,310 | 114,164,044 | 4,393,753 | 1,606,705 | 24,539,915 | 1,901,805 | 14,829,579 | 1,790,379 |
| Nebraska | 169,638,303 | 77,706,208 | 5,676,690 | 1,217,387 | 14,949,684 | 3,665,302 | 10,248,103 | 1,650,549 |
| Nevada | 199,304,721 | 93,845,361 | 5,004,381 | 1,357,960 | 20,811,661 | 1,125,000 | 32,443,244 | 3,289,120 |
| New Hampshire | 93,744,154 | 49,248,645 | 2,623,489 | 2,677,944 | 9,161,864 | 1,125,000 | 10,309,073 | 1,574,311 |
| New Jersey | 558,350,601 | 232,199,443 | 16,900,126 | 1,226,757 | 55,351,201 | 3,723,833 | 103,689,682 | 12,397,571 |
| New Mexico | 216,882,649 | 100,654,542 | 6,024,546 | 1,429,331 | 22,185,636 | 1,613,631 | 11,388,844 | 1,602,915 |
| New York | 897,352,887 | 421,942,772 | 26,772,057 | 2,044,556 | 92,17,324 | 6,252,467 | 182,483,421 | 24,869,709 |
| North Carolina | 603,240,031 | 277,552,558 | 22,148,051 | 1,613,560 | 59,65,889 | 6,529,682 | 51,053,464 | 5,792,724 |
| North Dakota | 144,482,130 | 67,729,043 | 3,241,209 | 1,131,881 | 12,080,179 | 3,774,334 | 10,479,532 | 1,672,209 |
| Ohio | 753,810,609 | 348,692,516 | 28,837,980 | 1,671,851 | 73,971,867 | 8,745,336 | 95,385,605 | 11,536,224 |
| Oklahoma | 319,730,372 | 174,536,779 | 12,758,986 | 1,787,083 | 36,346,556 | 5,322,543 | 17,709,675 | 2,574,929 |
| Oregon | 291,863,356 | 136,356,791 | 17,066,919 | 1,640,613 | 49,151,643 | 4,788,057 | 36,888,500 | 4,787,302 |
| Pennsylvania | 931,501,130 | 437,718,754 | 28,056,984 | 1,991,266 | 56,608,422 | 6,608,351 | 104,055,897 | 12,917,282 |
| Rhode Island | 126,303,052 | 59,834,985 | 2,367,982 | 1,028,034 | 865,034 | 12,734,661 | 1,125,000 | 10,389,924 |
| South Carolina | 400,228,109 | 183,242,807 | 14,868,309 | 1,211,220 | 39,621,687 | 4,291,796 | 13,048,905 | 3,136,820 |
| South Dakota | 164,051,151 | 76,425,846 | 4,286,315 | 1,171,193 | 15,616,616 | 2,370,224 | 12,219,76 | 1,759,819 |
| Tennessee | 491,552,314 | 226,046,719 | 17,066,919 | 1,640,613 | 49,151,643 | 4,788,057 | 36,888,500 | 4,787,302 |
| Texas | 1,996,488,665 | 916,422,524 | 76,379,642 | 3,994,832 | 200,827,495 | 18,251,772 | 163,93,152 | 24,374,383 |
| Utah | 202,670,322 | 94,486,990 | 5,068,405 | 1,561,352 | 20,653,300 | 1,588,401 | 12,889,684 | 3,227,138 |
| Vermont | 155,606,627 | 54,584,692 | 2,177,321 | 1,028,010 | 11,50,907 | 1,125,000 | 11,800,051 | 2,087,665 |
| Virginia | 584,310,665 | 269,597,493 | 20,777,610 | 5,27,611 | 59,565,683 | 4,552,705 | 54,726,909 | 7,582,965 |
| Washington | 387,614,261 | 180,969,925 | 10,847,983 | 1,886,270 | 38,398,568 | 4,135,658 | 36,809,124 | 7,291,937 |
| West Virginia | 257,760,426 | 121,429,137 | 5,757,986 | 1,31,075 | 26,280,869 | 2,004,056 | 14,267,243 | 1,695,189 |
| Wisconsin | 441,049,920 | 200,672,838 | 17,136,612 | 2,167,754 | 42,636,738 | 5,761,163 | 27,291,366 | 4,553,034 |
| Wyoming | 149,458,812 | 70,885,435 | 2,231,339 | 1,474,476 | 15,275,621 | 1,125,000 | 10,379,950 | 1,574,430 |
| Appportioned Total | 22,332,260,060 | 10,327,564,768 | 750,840,000 | 84,160,000 | 2,225,594,512 | 225,000,000 | 2,309,059,935 | 329,270,722 |
| | | | | | | | | 1,140,250,003 |

¹ Reflects \$3,500,000 takedown for safety-related programs.

Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.

SUMMARY OF ESTIMATED FY 2017 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)

(before pose-apportionment set-asides; before penalties; before sequestration)

| State | National | Surface | Surface | STBGP set-aside: | Highway | Railway- | National |
|---------------------------|----------------|----------------|----------------|------------------|---------------|--------------|----------------|
| | Highway | Transportation | Transportation | Recreational | Safety | Crossings | Freight |
| Program | Block Grant | Block Grant | Program | Program | Program | METROPOLITAN | Apportioned |
| | | | Set-aside | Program | Program | Planning | Total |
| Alabama | 466,070,774 | 214,942,033 | 15,592,429 | 1,749,787 | 46,382,630 | 4,762,481 | 21,223,644 |
| Alaska | 294,920,537 | 140,824,892 | 5,135,723 | 1,527,922 | 31,213,632 | 1,150,000 | 28,020,920 |
| Arizona | 421,141,797 | 193,578,012 | 15,467,887 | 1,934,663 | 43,428,784 | 2,785,964 | 52,823,425 |
| Arkansas | 315,359,754 | 146,088,622 | 9,692,709 | 1,493,969 | 30,677,676 | 3,928,891 | 12,558,666 |
| California | 1,987,376,188 | 916,988,934 | 68,971,913 | 5,757,189 | 199,815,949 | 16,077,677 | 47,237,102 |
| Colorado | 304,312,514 | 140,516,942 | 10,486,329 | 1,591,652 | 30,055,816 | 3,308,462 | 43,067,485 |
| Connecticut | 283,126,545 | 133,229,077 | 7,892,325 | 982,216 | 29,726,958 | 1,342,440 | 45,048,084 |
| Delaware | 97,132,728 | 45,056,384 | 2,791,559 | 905,680 | 9,528,786 | 1,150,000 | 11,874,368 |
| Dist. of Col. | 92,313,704 | 42,977,814 | 2,404,385 | 825,098 | 8,910,209 | 1,150,000 | 10,281,981 |
| Florida | 1,165,386,197 | 529,988,236 | 48,217,971 | 2,602,532 | 119,044,018 | 8,841,721 | 13,845,475 |
| Georgia | 760,130,660 | 344,444,875 | 31,926,010 | 1,740,137 | 75,197,249 | 8,217,049 | 69,187,145 |
| Hawaii | 38,163,265 | 45,456,352 | 2,747,081 | 960,464 | 9,622,121 | 1,150,000 | 10,547,567 |
| Idaho | 169,896,423 | 79,177,700 | 3,885,975 | 17,105,600 | 16,759,891 | 1,847,997 | 13,047,047 |
| Illinois | 808,743,734 | 376,292,163 | 27,734,988 | 1,529,297 | 78,017,894 | 10,747,047 | 112,102,021 |
| Indiana | 563,220,536 | 258,682,067 | 21,669,026 | 1,201,709 | 54,177,250 | 7,628,763 | 47,974,557 |
| Iowa | 299,383,469 | 138,732,089 | 9,199,453 | 1,374,817 | 27,338,382 | 5,464,998 | 11,501,155 |
| Kansas | 299,399,350 | 103,802,866 | 9,248,438 | 1,384,250 | 18,942,038 | 6,231,510 | 9,688,676 |
| Kentucky | 405,864,887 | 189,066,697 | 11,787,707 | 1,424,395 | 40,788,011 | 3,740,276 | 13,949,145 |
| Louisiana | 429,665,212 | 202,047,259 | 10,632,662 | 1,517,643 | 42,975,527 | 4,174,554 | 11,655,077 |
| Maine | 107,831,887 | 50,516,836 | 1,996,460 | 1,442,441 | 10,544,557 | 1,288,568 | 10,484,834 |
| Maryland | 337,365,199 | 157,033,569 | 11,236,275 | 1,123,250 | 34,623,105 | 2,398,269 | 54,674,599 |
| Massachusetts | 333,779,829 | 152,922,823 | 10,753,076 | 1,868,229 | 34,099,790 | 2,528,137 | 64,576,683 |
| Michigan | 605,232,115 | 216,366,028 | 24,017,526 | 2,855,955 | 58,557,637 | 7,888,592 | 75,354,978 |
| Minnesota | 384,828,513 | 175,394,095 | 14,587,471 | 2,416,048 | 36,027,080 | 6,202,546 | 32,813,478 |
| Mississippi | 294,714,725 | 136,162,467 | 9,450,073 | 1,361,924 | 28,803,673 | 3,537,376 | 11,423,625 |
| Missouri | 574,652,060 | 266,274,044 | 18,278,023 | 1,653,399 | 57,328,534 | 5,751,938 | 24,001,094 |
| Montana | 246,311,342 | 116,978,758 | 4,393,753 | 1,606,705 | 25,055,348 | 1,944,067 | 15,158,713 |
| Nebraska | 173,403,320 | 76,687,936 | 5,676,680 | 1,217,387 | 15,281,971 | 3,746,753 | 10,475,553 |
| Nevada | 204,345,572 | 96,260,465 | 5,004,381 | 1,357,950 | 21,214,227 | 1,150,000 | 33,163,302 |
| New Hampshire | 95,248,748 | 44,084,523 | 2,623,489 | 2,679,944 | 1,606,500 | 1,150,000 | 10,537,877 |
| New Jersey | 550,298,961 | 258,598,686 | 16,900,126 | 1,226,757 | 56,581,457 | 3,806,584 | 105,991,011 |
| New Mexico | 221,698,226 | 103,186,182 | 6,024,546 | 1,428,831 | 22,678,742 | 1,649,490 | 11,621,169 |
| New York | 917,126,083 | 432,555,049 | 26,772,057 | 2,204,556 | 94,266,978 | 6,391,185 | 186,553,502 |
| North Carolina | 619,228,572 | 22,148,572 | 1,613,560 | 60,924,054 | 6,674,786 | 52,186,564 | 29,130,959 |
| North Dakota | 147,688,822 | 69,418,701 | 3,241,209 | 1,131,881 | 12,348,889 | 3,888,208 | 10,712,119 |
| Ohio | 770,531,771 | 357,546,938 | 26,837,960 | 1,671,851 | 25,616,005 | 8,939,677 | 97,502,631 |
| Oklahoma | 388,158,253 | 178,953,151 | 12,758,986 | 1,781,983 | 37,154,418 | 5,440,822 | 11,969,564 |
| Oregon | 288,341,083 | 139,569,549 | 7,647,727 | 1,610,153 | 29,733,784 | 3,005,208 | 19,754,274 |
| Pennsylvania | 952,175,225 | 448,646,954 | 26,056,984 | 1,991,266 | 77,733,448 | 6,755,203 | 10,466,241 |
| Rhode Island | 129,106,271 | 61,313,487 | 2,367,982 | 865,034 | 13,017,707 | 1,150,000 | 10,620,522 |
| South Carolina | 409,121,148 | 187,907,759 | 14,868,309 | 1,211,220 | 40,508,472 | 4,387,169 | 13,338,517 |
| South Dakota | 167,653,445 | 184,286,315 | 1,137,193 | 15,973,943 | 2,422,896 | 1,795,455 | 2,429,777 |
| Tennessee | 502,662,014 | 232,383,548 | 17,066,919 | 1,640,813 | 50,244,109 | 4,884,459 | 37,771,440 |
| Texas | 2,040,779,058 | 939,788,723 | 73,379,642 | 3,994,822 | 205,291,175 | 18,657,366 | 167,632,879 |
| Utah | 207,168,465 | 96,886,258 | 5,068,405 | 1,561,852 | 21,112,347 | 1,621,655 | 13,155,319 |
| Vermont | 118,172,444 | 55,940,382 | 2,177,321 | 1,028,010 | 11,817,865 | 1,150,000 | 12,061,946 |
| Virginia | 597,279,081 | 276,442,502 | 20,777,610 | 1,527,161 | 60,889,613 | 4,653,876 | 55,920,584 |
| Washington | 366,217,121 | 185,513,169 | 10,847,983 | 1,886,270 | 39,252,034 | 4,227,561 | 37,626,080 |
| West Virginia | 263,481,261 | 124,438,433 | 5,757,986 | 1,311,075 | 26,864,997 | 2,048,591 | 14,583,895 |
| Wisconsin | 450,838,751 | 205,826,027 | 17,136,612 | 2,167,754 | 43,584,409 | 5,889,188 | 27,897,081 |
| Wyoming | 152,775,958 | 7,612,743 | 2,231,339 | 1,474,476 | 15,615,143 | 1,150,000 | 10,610,326 |
| Appropriated Total | 22,827,910,827 | 10,559,412,150 | 750,840,000 | 84,160,000 | 2,275,061,630 | 230,000,000 | 2,360,308,101 |
| | | | | | | 335,938,378 | 1,090,673,914 |
| | | | | | | | 40,544,305,000 |

¹ Reflects \$3,500,000 takedown for safety-related programs.

Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the

SUMMARY OF ESTIMATED FY 2018 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)

(before post-apportionment set-asides; before penalties; before sequestration)

| State | National Highway Performance Program | Surface Transportation Block Grant Program | Surface Transportation Block Grant Program | STBGP set-aside: Recreational Trails Program ¹ | Highway Safety Program | Railway-Crossings Program | CMAQ Program | Metropolitan Planning Program | National Freight Program | National Apportioned Total |
|--------------------------|--------------------------------------|--|--|---|------------------------|---------------------------|---------------|-------------------------------|--------------------------|----------------------------|
| | Program | Program | Program | Program | Program | Program | Program | Program | Program | Total |
| Alabama | 474,932,708 | 219,553,768 | 15,903,966 | 1,749,787 | 47,252,937 | 4,886,013 | 11,836,824 | 3,189,632 | 23,153,066 | 802,438,701 |
| Alaska | 300,528,197 | 143,844,359 | 5,255,429 | 1,521,922 | 31,894,858 | 2,175,000 | 28,553,714 | 2,352,197 | 15,294,694 | 530,336,370 |
| Arizona | 429,119,445 | 197,765,549 | 15,780,308 | 1,934,863 | 44,248,182 | 2,846,528 | 53,827,817 | 6,070,322 | 22,259,607 | 773,862,621 |
| Arkansas | 321,136,048 | 149,223,826 | 9,893,667 | 1,493,969 | 31,251,198 | 4,014,302 | 12,776,909 | 1,782,328 | 15,811,914 | 547,604,161 |
| California | 2,004,784,895 | 932,822,091 | 70,243,299 | 5,756,899 | 203,727,200 | 16,427,192 | 481,521,988 | 51,902,834 | 110,995,731 | 3,882,001,196 |
| Colorado | 310,008,755 | 143,588,486 | 10,743,299 | 5,951,652 | 30,649,742 | 3,380,386 | 43,886,376 | 5,486,478 | 16,222,667 | 565,577,841 |
| Connecticut | 288,509,952 | 136,106,980 | 8,051,388 | 982,216 | 30,289,358 | 1,371,623 | 45,904,635 | 4,787,589 | 15,248,351 | 531,282,092 |
| Delaware | 99,163,045 | 46,029,573 | 2,857,357 | 905,680 | 9,707,118 | 1,175,000 | 12,100,148 | 1,848,512 | 5,128,554 | 178,915,587 |
| Dist. of Col. | 94,068,969 | 43,925,312 | 2,462,399 | 825,098 | 9,148,096 | 1,175,000 | 10,481,750 | 1,841,216 | 4,834,620 | 168,782,270 |
| Florida | 1,187,555,011 | 541,333,026 | 49,130,914 | 2,602,532 | 121,266,842 | 9,033,932 | 14,108,755 | 2,747,677 | 57,419,594 | 2,003,939,263 |
| Georgia | 774,583,890 | 353,929,739 | 32,530,791 | 1,740,317 | 76,666,885 | 8,395,680 | 70,502,679 | 8,059,864 | 39,326,159 | 1,365,675,824 |
| Hawaii | 100,029,755 | 46,417,113 | 2,813,883 | 980,464 | 9,802,230 | 1,175,000 | 10,748,120 | 1,814,225 | 5,128,817 | 178,889,407 |
| Idaho | 173,126,858 | 51,006,484 | 3,985,854 | 1,710,560 | 17,190,710 | 1,888,177 | 13,295,506 | 1,679,591 | 8,714,494 | 302,518,228 |
| Illinois | 824,121,299 | 384,427,085 | 28,260,532 | 1,525,297 | 14,988,104 | 10,980,679 | 114,233,544 | 17,700,841 | 43,040,166 | 1,503,747,647 |
| Indiana | 573,929,689 | 264,260,937 | 22,079,877 | 120,709 | 55,188,237 | 7,794,606 | 48,886,752 | 5,429,686 | 29,056,329 | 1,007,807,822 |
| Iowa | 305,051,988 | 141,709,221 | 9,389,410 | 1,374,817 | 27,985,347 | 5,573,585 | 11,719,839 | 2,057,680 | 14,988,347 | 519,804,234 |
| Kansas | 233,716,181 | 106,040,102 | 9,439,444 | 1,384,250 | 19,285,893 | 6,396,977 | 9,874,027 | 2,020,623 | 11,519,646 | 399,692,143 |
| Kentucky | 413,581,854 | 193,119,256 | 12,114,631 | 1,424,395 | 41,581,977 | 3,821,586 | 14,214,766 | 2,627,941 | 20,281,618 | 702,750,398 |
| Louisiana | 437,834,926 | 206,370,413 | 10,850,931 | 1,517,643 | 43,782,546 | 4,265,305 | 11,876,688 | 4,459,930 | 21,374,023 | 742,332,405 |
| Maine | 109,882,216 | 51,604,239 | 2,058,242 | 1,442,741 | 10,741,855 | 1,316,581 | 10,684,194 | 1,910,988 | 5,589,666 | 195,240,722 |
| Maryland | 343,719,908 | 160,433,718 | 11,424,717 | 1,123,620 | 35,275,881 | 2,480,406 | 55,714,177 | 7,193,672 | 18,200,526 | 635,596,566 |
| Massachusetts | 340,126,366 | 159,530,633 | 10,967,563 | 1,885,729 | 34,742,253 | 2,583,096 | 65,804,553 | 9,325,022 | 18,333,650 | 642,374,865 |
| Michigan | 616,740,081 | 282,362,130 | 24,500,448 | 2,853,955 | 59,651,409 | 8,029,431 | 76,787,788 | 10,742,522 | 31,943,624 | 1,113,601,188 |
| Minnesota | 392,143,658 | 179,183,151 | 14,892,924 | 2,416,048 | 36,686,324 | 6,337,384 | 33,437,398 | 4,743,233 | 19,840,455 | 689,690,575 |
| Mississippi | 300,314,787 | 139,085,772 | 9,644,301 | 1,361,924 | 29,342,568 | 3,614,276 | 11,640,835 | 1,784,056 | 5,111,539,831 | |
| Missouri | 585,595,573 | 272,448,633 | 18,631,252 | 1,663,394 | 5,856,545 | 3,865,545 | 4,557,454 | 5,457,454 | 1,001,286,171 | |
| Montana | 250,939,740 | 11,9483,271 | 4,501,546 | 1,606,705 | 25,557,745 | 1,986,329 | 15,446,943 | 1,865,012 | 12,517,011 | 433,589,302 |
| Nebraska | 176,700,435 | 81,403,371 | 5,800,536 | 1,217,387 | 15,582,840 | 3,828,204 | 10,674,737 | 1,719,353 | 8,895,872 | 305,712,735 |
| Nevada | 208,231,028 | 98,278,776 | 5,118,674 | 1,357,950 | 21,676,200 | 1,175,000 | 33,793,873 | 3,405,393 | 11,025,691 | 384,062,585 |
| New Hampshire | 97,646,772 | 45,037,162 | 2,693,395 | 1,677,944 | 9,540,723 | 1,175,000 | 10,737,257 | 1,639,937 | 5,014,159 | 174,753,337 |
| New Jersey | 560,762,422 | 264,160,678 | 17,225,758 | 1,228,757 | 57,684,536 | 3,889,336 | 108,006,338 | 12,914,367 | 30,211,655 | 1,056,045,847 |
| New Mexico | 225,911,588 | 105,401,211 | 6,158,457 | 1,429,831 | 23,106,110 | 1,685,348 | 11,842,136 | 1,668,732 | 11,203,119 | 388,407,532 |
| New York | 934,710,164 | 441,950,932 | 27,292,395 | 2,045,556 | 96,044,642 | 6,530,124 | 190,080,302 | 25,906,408 | 50,685,669 | 1,775,385,392 |
| North Carolina | 628,353,233 | 290,614,278 | 22,574,906 | 61,963,600 | 62,135,374 | 6,879,890 | 53,178,847 | 6,034,194 | 31,779,228 | 1,103,103,214 |
| North Dakota | 150,496,997 | 70,909,003 | 3,319,767 | 1,131,881 | 12,573,405 | 3,942,083 | 30,915,800 | 1,741,728 | 7,555,781 | 262,586,445 |
| Ohio | 785,182,769 | 365,270,345 | 27,350,112 | 1,671,851 | 77,031,664 | 9,134,018 | 99,356,559 | 12,017,114 | 40,716,803 | 1,417,731,235 |
| Oklahoma | 395,538,748 | 182,804,733 | 13,020,292 | 1,787,083 | 37,847,184 | 5,559,100 | 12,197,155 | 2,682,265 | 19,334,096 | 670,790,656 |
| Oregon | 304,031,782 | 142,767,557 | 7,814,037 | 1,610,153 | 20,291,877 | 3,070,559 | 20,129,884 | 3,755,145 | 15,204,457 | 528,657,381 |
| Pennsylvania | 970,220,016 | 458,302,596 | 26,560,844 | 1,991,266 | 99,576,134 | 6,902,055 | 10,842,498 | 13,455,742 | 49,876,658 | 1,735,374,776 |
| Rhode Island | 131,561,115 | 62,628,735 | 2,426,060 | 865,034 | 13,282,470 | 1,175,000 | 10,822,462 | 1,926,443 | 6,644,226 | 231,311,545 |
| South Carolina | 416,900,234 | 191,944,669 | 15,157,163 | 1,211,220 | 41,207,943 | 4,482,543 | 13,592,138 | 3,267,579 | 20,421,841 | 708,245,330 |
| South Dakota | 170,832,772 | 80,027,630 | 4,383,744 | 1,137,193 | 16,271,561 | 2,475,567 | 12,728,075 | 1,833,177 | 8,587,060 | 298,226,779 |
| Tennessee | 512,055,187 | 237,335,438 | 17,402,583 | 1,640,613 | 51,178,585 | 5,000,860 | 38,434,605 | 4,988,862 | 25,745,682 | 893,770,525 |
| Texas | 2,079,582,714 | 960,047,229 | 77,823,495 | 3,994,822 | 209,149,718 | 19,062,961 | 170,820,273 | 25,390,435 | 105,017,447 | 3,650,889,094 |
| Utah | 211,107,595 | 98,936,717 | 5,187,512 | 1,561,852 | 21,509,966 | 1,656,908 | 13,405,456 | 3,361,662 | 10,540,488 | 367,288,156 |
| Vermont | 120,419,392 | 57,142,924 | 2,234,902 | 1,028,010 | 12,039,782 | 1,175,000 | 12,291,293 | 2,174,681 | 6,154,454 | 214,660,438 |
| Virginia | 608,365,827 | 282,401,722 | 21,178,294 | 1,527,161 | 62,036,436 | 4,745,047 | 56,983,885 | 7,842,811 | 30,949,337 | 1,076,310,501 |
| Washington | 403,750,849 | 189,506,569 | 11,076,442 | 1,886,270 | 39,988,012 | 4,319,465 | 38,341,507 | 7,595,903 | 20,547,376 | 717,012,693 |
| West Virginia | 288,491,129 | 127,103,749 | 1,311,075 | 27,370,998 | 2,083,125 | 14,861,196 | 1,765,853 | 13,388,729 | 462,220,829 | |
| Wisconsin | 459,411,061 | 216,262,314 | 17,483,397 | 2,167,754 | 44,386,395 | 6,017,214 | 28,427,520 | 4,742,829 | 22,915,361 | 795,825,845 |
| Wyoming | 155,630,862 | 74,168,361 | 2,297,911 | 1,474,476 | 15,989,363 | 1,175,000 | 10,812,072 | 1,640,601 | 7,801,375 | 270,959,481 |
| Apportioned Total | 23,261,933,879 | 10,817,776,566 | 765,840,000 | 84,160,000 | 2,317,759,770 | 235,000,000 | 2,405,187,322 | 342,996,446 | 1,189,826,092 | 41,420,520,075 |

¹ Reflects \$3,500,000 takedown for safety-related programs.

Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.

SUMMARY OF ESTIMATED FY 2019 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)

(before post-apportionment set-asides; before penalties; before sequestration)

| State | National Highway Performance Program | Surface Transportation Block Grant Program | Surface Transportation Block Grant Program | STBGP set-aside: Recreational Trails Program | Highway Safety Improvement Program | Railway-Highway-Crossings Program | CMAQ Program | Metropolitan Planning Program | National Freight Program | Apportioned Total |
|---------------------------|---|---|---|---|---|--|----------------------|--------------------------------------|---------------------------------|--------------------------|
| Alabama | 484,665,054 | 223,798,297 | 15,903,966 | 1,749,787 | 48,104,792 | 4,969,545 | 12,053,506 | 3,258,116 | 26,047,198 | 820,550,261 |
| Alaska | 306,715,836 | 146,537,119 | 5,255,429 | 1,527,922 | 32,384,409 | 1,200,000 | 29,076,413 | 2,402,700 | 17,206,531 | 542,306,359 |
| Arizona | 438,067,079 | 201,615,831 | 15,780,308 | 1,934,863 | 45,050,906 | 2,907,092 | 54,813,179 | 6,200,655 | 25,019,558 | 791,329,101 |
| Arkansas | 327,947,304 | 152,091,244 | 9,893,667 | 1,493,969 | 31,812,237 | 4,059,712 | 13,010,800 | 1,820,556 | 17,788,403 | 559,983,932 |
| California | 2,046,057,174 | 954,467,667 | 70,293,676 | 5,756,189 | 16,776,706 | 490,336,634 | 53,017,217 | 124,791,447 | 3,968,619 | 3,968,619 |
| Colorado | 316,507,189 | 146,342,615 | 10,703,299 | 1,591,652 | 31,201,622 | 3,452,309 | 44,689,761 | 5,604,245 | 18,250,501 | 578,343,213 |
| Connecticut | 294,478,744 | 138,688,819 | 8,051,388 | 982,216 | 30,840,549 | 1,400,807 | 46,744,956 | 4,890,381 | 17,154,396 | 543,222,256 |
| Delaware | 101,209,812 | 46,919,283 | 2,857,357 | 905,680 | 9,881,597 | 1,200,000 | 12,321,651 | 1,888,201 | 5,769,623 | 182,983,804 |
| District of Col. | 96,009,347 | 44,769,240 | 2,462,399 | 825,098 | 9,312,327 | 1,200,000 | 10,673,746 | 1,880,748 | 5,438,947 | 172,571,324 |
| Florida | 1,211,876,986 | 551,945,482 | 49,130,914 | 2,602,532 | 123,483,528 | 9,226,143 | 14,367,007 | 21,939,832 | 64,597,043 | 2,049,169,471 |
| Georgia | 790,530,387 | 360,869,711 | 32,530,791 | 1,740,137 | 77,986,426 | 8,574,312 | 71,793,287 | 8,232,914 | 44,241,929 | 1,396,499,894 |
| Hawaii | 102,022,354 | 47,314,114 | 2,813,683 | 960,464 | 9,918,452 | 2,000,000 | 10,944,873 | 1,853,178 | 5,769,918 | 182,927,036 |
| Idaho | 176,687,527 | 556,685 | 3,985,854 | 1,710,560 | 17,491,802 | 1,928,000 | 13,538,651 | 9,803,807 | 309,346,239 | |
| Illinois | 841,153,272 | 391,826,414 | 28,260,632 | 1,528,297 | 80,882,297 | 11,214,310 | 116,324,681 | 18,080,888 | 48,420,187 | 1,537,687,978 |
| Indiana | 585,739,987 | 269,401,872 | 22,079,877 | 1,201,709 | 56,176,926 | 7,980,449 | 49,781,663 | 5,546,264 | 32,665,871 | 1,030,554,618 |
| Iowa | 311,333,252 | 144,437,051 | 9,389,410 | 1,374,817 | 28,400,459 | 5,692,172 | 11,934,381 | 2,101,889 | 16,873,141 | 531,536,542 |
| Kansas | 238,557,551 | 108,150,701 | 9,439,444 | 3,884,250 | 19,620,665 | 6,502,445 | 10,054,780 | 2,064,007 | 12,950,601 | 408,713,444 |
| Kentucky | 422,662,129 | 196,168,699 | 11,214,631 | 1,424,395 | 42,315,403 | 3,902,897 | 2,684,383 | 22,816,821 | 718,611,920 | |
| Louisiana | 446,810,391 | 21,028,4182 | 10,850,931 | 1,517,643 | 44,572,556 | 4,356,056 | 12,094,101 | 4,555,687 | 24,045,776 | 759,087,323 |
| Maine | 112,146,331 | 52,589,201 | 2,058,242 | 1,442,741 | 10,934,885 | 1,344,593 | 10,879,777 | 1,952,019 | 6,298,623 | 199,647,412 |
| Maryland | 366,477,952 | 163,522,971 | 11,424,717 | 1,123,620 | 35,915,301 | 2,502,542 | 56,734,099 | 7,348,124 | 20,475,593 | 649,942,279 |
| Massachusetts | 347,183,849 | 162,386,097 | 10,967,563 | 1,867,729 | 35,371,500 | 2,638,056 | 67,009,158 | 9,525,266 | 20,628,356 | 656,873,544 |
| Michigan | 629,470,947 | 287,885,905 | 24,500,248 | 2,853,956 | 60,721,221 | 8,200,270 | 78,193,450 | 10,973,170 | 35,936,577 | 1,138,735,743 |
| Minnesota | 400,214,589 | 182,686,085 | 14,892,924 | 2,416,048 | 37,350,332 | 6,472,222 | 34,049,496 | 4,845,074 | 22,320,512 | 705,257,282 |
| Mississippi | 597,93,678 | 277,658,658 | 18,638,252 | 1,663,399 | 59,981,152 | 24,505,168 | 5,507,871 | 32,454,643 | 1,023,885,822 | |
| Montana | 256,150,923 | 121,729,463 | 4,501,546 | 1,606,705 | 26,020,390 | 2,028,592 | 15,729,712 | 1,905,055 | 14,081,637 | 443,754,023 |
| Nebraska | 180,330,656 | 82,984,755 | 5,800,536 | 1,217,387 | 15,836,845 | 3,909,655 | 10,870,146 | 1,756,269 | 9,906,605 | 312,612,854 |
| Nevada | 212,539,820 | 101,149,625 | 5,118,674 | 1,357,950 | 22,070,084 | 1,200,000 | 34,412,487 | 3,478,509 | 12,403,902 | 392,731,061 |
| New Hampshire | 99,660,397 | 45,912,832 | 2,693,395 | 1,677,944 | 9,712,151 | 1,200,000 | 9,934,188 | 1,675,147 | 5,640,929 | 178,697,613 |
| New Jersey | 572,394,092 | 269,205,503 | 17,225,758 | 1,228,757 | 58,693,829 | 3,972,088 | 10,983,481 | 13,191,645 | 33,988,112 | 1,079,881,265 |
| New Mexico | 230,549,663 | 107,422,263 | 6,158,457 | 1,429,831 | 23,524,701 | 1,721,207 | 12,058,915 | 1,705,582 | 12,603,509 | 397,174,128 |
| New York | 954,118,007 | 450,344,545 | 27,292,595 | 2,024,556 | 97,785,990 | 6,669,063 | 193,559,874 | 20,462,633 | 56,993,878 | 1,815,456,141 |
| North Carolina | 649,647,107 | 296,242,626 | 22,574,906 | 16,133,660 | 63,254,282 | 9,694,994 | 54,152,963 | 6,163,752 | 35,751,631 | 1,128,001,186 |
| North Dakota | 153,591,740 | 72,256,555 | 3,319,767 | 1,131,881 | 12,772,274 | 4,025,957 | 11,115,623 | 1,779,124 | 8,500,253 | 288,513,174 |
| Ohio | 801,390,642 | 372,315,489 | 27,350,112 | 1,671,851 | 78,416,817 | 9,328,359 | 101,175,360 | 12,275,129 | 45,806,403 | 1,449,730,162 |
| Oklahoma | 403,647,376 | 186,340,472 | 13,020,292 | 1,781,833 | 38,524,581 | 5,677,379 | 12,420,433 | 2,739,885 | 21,773,358 | 685,930,829 |
| Oregon | 310,623,056 | 145,489,152 | 1,610,153 | 3,814,037 | 3,938,059 | 3,135,837 | 20,498,370 | 17,105,014 | 540,589,488 | |
| Pennsylvania | 980,287,259 | 467,033,476 | 26,560,844 | 1,991,266 | 101,381,123 | 7,048,907 | 11,041,383 | 13,744,644 | 56,111,240 | 1,774,543,112 |
| Rhode Island | 134,268,753 | 63,807,273 | 2,426,060 | 865,034 | 13,502,122 | 1,200,000 | 11,020,576 | 1,967,805 | 7,474,754 | 236,532,377 |
| Vermont | 425,448,365 | 195,671,734 | 15,157,163 | 1,211,220 | 42,011,217 | 4,577,916 | 13,840,983 | 3,337,736 | 22,974,571 | 724,230,875 |
| South Dakota | 174,394,060 | 81,557,332 | 4,383,744 | 1,171,193 | 2,528,541 | 12,961,239 | 1,872,536 | 9,660,442 | 305,009,059 | |
| Tennessee | 522,555,255 | 241,902,158 | 17,402,983 | 1,640,613 | 52,111,169 | 5,107,261 | 39,138,181 | 5,093,932 | 28,963,893 | 913,913,445 |
| Texas | 2,122,375,220 | 978,674,696 | 77,823,495 | 3,994,822 | 212,927,467 | 19,468,566 | 173,947,275 | 25,935,582 | 118,144,628 | 3,733,291,741 |
| Utah | 215,447,317 | 100,826,648 | 5,187,512 | 1,561,852 | 21,899,382 | 1,692,162 | 13,650,883 | 3,433,839 | 11,858,049 | 375,557,614 |
| Virginia | 122,901,744 | 58,222,584 | 2,234,902 | 1,028,010 | 12,257,021 | 1,200,000 | 12,516,295 | 2,221,373 | 219,505,440 | |
| Washington | 412,669,610 | 193,125,598 | 11,076,742 | 1,886,270 | 40,708,305 | 4,411,368 | 39,043,379 | 7,758,991 | 23,115,799 | 733,196,062 |
| West Virginia | 274,004,168 | 129,505,912 | 5,884,975 | 1,311,075 | 27,866,566 | 2,137,660 | 15,133,242 | 1,803,768 | 15,006,069 | 472,653,435 |
| Wisconsin | 468,850,713 | 244,374,124 | 17,483,397 | 2,167,754 | 45,194,533 | 6,145,240 | 28,947,908 | 4,844,660 | 25,779,782 | 813,788,199 |
| Wyoming | 158,881,333 | 75,562,124 | 2,297,911 | 1,474,476 | 16,197,535 | 1,200,000 | 11,009,966 | 1,675,274 | 8,776,547 | 277,075,196 |
| Appropriated Total | 23,471,388,895 | 11,026,329,314 | 765,840,000 | 84,160,000 | 2,359,554,152 | 240,000,000 | 2,449,216,207 | 350,360,775 | 1,338,554,353 | 42,355,403,696 |

¹ Reflects \$3,500,000 takedown for safety-related programs.

Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.

SUMMARY OF ESTIMATED FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)
 (before post-apportionment set-asides; before penalties; before sequestration)

| State | National | Surface | Surface | STBGP set-aside: | Highway | Railway- | | National | |
|--|----------------|----------------|----------------|------------------|---------------|-------------|---------------|--------------|---------------|
| | Highway | Transportation | Transportation | Recreational | Safety | Highway | Crossings | Metropolitan | Freight |
| Performance | Block Grant | Block Grant | Trails | Improvement | Program | | | Planning | Apportioned |
| Program | Program | Set-aside | Program | Program | Program | Program | Program | Program | Total |
| Alabama | 494,741,953 | 229,079,050 | 15,903,966 | 1,749,787 | 49,080,675 | 5,073,078 | 12,298,319 | 3,333,954 | 28,941,332 |
| Alaska | 313,099,451 | 149,900,123 | 5,255,429 | 1,527,922 | 33,042,443 | 1,225,000 | 29,666,969 | 2,458,627 | 19,118,368 |
| Arizona | 447,127,652 | 206,433,876 | 15,780,308 | 1,934,863 | 45,965,703 | 2,165,657 | 55,926,461 | 6,344,986 | 27,79,510 |
| Arkansas | 334,677,158 | 155,674,801 | 9,893,667 | 1,493,969 | 32,447,197 | 4,185,123 | 13,295,656 | 1,862,973 | 19,764,892 |
| California | 2,089,200,481 | 977,691,725 | 70,243,076 | 5,756,189 | 211,467,482 | 17,126,221 | 500,295,608 | 54,251,287 | 138,657,164 |
| Colorado | 323,099,910 | 149,830,157 | 10,703,299 | 1,591,652 | 31,834,485 | 3,524,232 | 45,597,422 | 5,734,725 | 20,277,334 |
| Connecticut | 300,614,078 | 141,948,341 | 8,051,388 | 962,216 | 31,467,085 | 1,428,990 | 47,694,368 | 5,004,214 | 19,060,440 |
| Delaware | 103,317,410 | 48,032,634 | 2,857,957 | 905,980 | 10,081,972 | 1,225,000 | 12,571,910 | 1,932,152 | 6,410,692 |
| Dist. of Col. | 98,008,370 | 45,284,308 | 2,462,399 | 825,098 | 9,501,125 | 1,225,000 | 10,890,216 | 1,924,525 | 6,043,275 |
| Florida | 1,237,072,962 | 565,147,341 | 49,130,914 | 2,602,532 | 125,990,342 | 9,418,355 | 14,658,808 | 22,450,526 | 71,774,492 |
| Georgia | 806,983,187 | 369,536,390 | 32,530,791 | 1,740,137 | 79,568,283 | 8,752,943 | 73,251,443 | 8,424,550 | 49,157,698 |
| Hawaii | 104,217,869 | 48,435,729 | 2,813,683 | 960,464 | 10,187,798 | 1,225,000 | 11,167,168 | 1,896,314 | 6,411,020 |
| Idaho | 180,364,022 | 84,981,297 | 3,985,854 | 1,710,560 | 17,77,107 | 1,968,519 | 18,983,118 | 316,754,938 | 316,754,938 |
| Illinois | 886,674,356 | 401,095,570 | 28,260,632 | 1,525,297 | 82,521,711 | 11,447,942 | 118,687,291 | 18,501,752 | 53,800,208 |
| Indiana | 587,929,430 | 275,819,579 | 22,079,877 | 1,201,709 | 57,315,489 | 8,126,291 | 50,792,752 | 5,675,363 | 36,285,412 |
| Iowa | 317,807,590 | 147,833,312 | 9,389,410 | 1,374,817 | 28,975,242 | 5,810,759 | 12,176,773 | 18,747,935 | 544,266,622 |
| Kansas | 243,518,886 | 110,334,377 | 9,439,444 | 1,384,250 | 20,16,486 | 6,637,912 | 21,112,050 | 14,399,557 | 418,501,959 |
| Kentucky | 430,838,573 | 201,419,066 | 12,114,631 | 1,424,395 | 43,174,072 | 3,984,207 | 14,768,568 | 2,746,847 | 25,362,023 |
| Louisiana | 456,100,983 | 215,154,892 | 10,850,931 | 1,517,643 | 45,476,906 | 4,446,807 | 12,339,738 | 4,681,728 | 26,717,529 |
| Maine | 114,480,797 | 53,820,085 | 2,058,242 | 1,442,741 | 11,165,611 | 1,372,605 | 11,100,750 | 1,997,455 | 6,999,582 |
| Maryland | 387,207,008 | 167,397,372 | 11,424,717 | 1,123,620 | 36,644,501 | 2,554,678 | 57,886,304 | 7,519,164 | 22,750,659 |
| Massachusetts | 354,421,937 | 166,212,282 | 10,967,583 | 1,186,729 | 36,089,573 | 2,693,015 | 68,370,147 | 9,746,953 | 22,917,062 |
| Michigan | 642,579,319 | 294,811,416 | 24,500,248 | 2,853,955 | 61,952,096 | 8,371,109 | 79,781,597 | 11,228,590 | 39,929,529 |
| Minnesota | 408,543,503 | 187,082,924 | 24,166,048 | 1,257,950 | 31,067,570 | 6,607,060 | 34,741,058 | 4,957,851 | 24,800,569 |
| Mississippi | 312,891,275 | 145,144,162 | 9,644,301 | 1,361,924 | 30,755,456 | 3,768,074 | 12,094,689 | 1,843,699 | 18,459,535 |
| Missouri | 610,021,980 | 284,207,986 | 18,636,282 | 1,663,399 | 60,664,284 | 6,105,760 | 25,411,004 | 5,636,077 | 36,060,713 |
| Montana | 261,479,544 | 124,529,653 | 4,501,546 | 1,606,705 | 26,548,584 | 2,070,854 | 16,049,189 | 1,949,398 | 15,646,263 |
| Nebraska | 184,082,072 | 84,956,284 | 5,800,536 | 1,217,387 | 16,156,985 | 3,991,106 | 11,090,924 | 1,797,149 | 11,007,339 |
| Nevada | 216,968,180 | 102,495,571 | 5,118,674 | 1,357,950 | 22,156,347 | 1,225,000 | 35,111,432 | 3,559,777 | 13,782,114 |
| New Hampshire | 171,335,317 | 107,077,847 | 2,693,395 | 1,267,944 | 9,908,081 | 1,225,000 | 11,265,909 | 1,714,138 | 6,265,699 |
| New Jersey | 584,326,486 | 275,543,785 | 17,225,758 | 1,226,757 | 59,885,565 | 4,054,840 | 112,217,298 | 13,498,704 | 37,764,569 |
| New Mexico | 235,345,075 | 109,940,539 | 6,158,487 | 1,429,831 | 24,02,290 | 1,757,065 | 12,303,838 | 1,745,283 | 14,003,898 |
| New York | 974,012,365 | 460,923,887 | 27,292,595 | 2,204,556 | 99,714,442 | 6,808,001 | 197,49,169 | 27,078,938 | 63,322,086 |
| North Carolina | 654,628,340 | 305,268,642 | 22,574,906 | 1,613,560 | 64,537,286 | 7,110,998 | 55,252,188 | 6,307,224 | 39,724,034 |
| North Dakota | 156,787,547 | 73,937,819 | 3,319,767 | 1,131,881 | 13,050,447 | 4,109,831 | 11,341,386 | 1,820,536 | 9,444,726 |
| Ohio | 818,079,139 | 381,132,466 | 27,350,112 | 1,671,851 | 80,007,024 | 9,522,699 | 103,230,281 | 12,580,853 | 50,896,004 |
| Oklahoma | 412,040,523 | 190,740,817 | 13,020,292 | 1,787,083 | 39,305,274 | 5,795,668 | 12,672,000 | 2,803,630 | 24,192,620 |
| Oregon | 316,200,289 | 148,833,721 | 7,814,037 | 1,610,153 | 31,438,884 | 3,201,200 | 20,914,710 | 3,925,054 | 55,536,361 |
| Pennsylvania | 1,010,904,618 | 477,883,203 | 26,560,844 | 1,991,266 | 103,439,501 | 7,195,760 | 112,656,922 | 14,064,575 | 62,345,822 |
| Rhode Island | 137,063,015 | 65,276,674 | 2,426,060 | 865,034 | 13,776,132 | 1,225,000 | 11,244,409 | 2,013,608 | 8,305,283 |
| South Carolina | 434,219,182 | 200,310,893 | 15,157,183 | 1,211,220 | 42,863,366 | 4,673,289 | 14,122,069 | 3,415,428 | 25,527,301 |
| South Dakota | 177,973,663 | 83,465,466 | 4,383,744 | 1,137,193 | 16,881,134 | 2,580,911 | 13,224,318 | 1,916,123 | 10,733,825 |
| Tennessee | 533,418,054 | 247,660,488 | 17,402,983 | 1,640,613 | 53,168,467 | 5,213,862 | 39,933,096 | 5,212,502 | 32,182,103 |
| Texas | 2,166,542,312 | 1,001,927,908 | 77,823,495 | 3,994,822 | 217,248,302 | 19,874,151 | 177,480,229 | 26,539,278 | 131,271,809 |
| Utah | 219,929,352 | 103,184,002 | 5,187,512 | 1,561,852 | 22,343,929 | 1,727,415 | 13,928,109 | 3,513,767 | 13,175,610 |
| Vermont | 125,400,766 | 59,572,136 | 2,234,902 | 1,028,034 | 12,505,708 | 1,225,000 | 12,770,507 | 2,273,079 | 7,693,067 |
| Virginia | 634,099,034 | 284,688,824 | 21,178,294 | 1,527,161 | 64,441,735 | 4,957,390 | 59,205,557 | 8,197,676 | 38,686,671 |
| Washington | 420,647,244 | 197,647,993 | 11,076,742 | 1,886,270 | 41,534,037 | 4,503,272 | 39,836,369 | 7,939,596 | 25,684,221 |
| West Virginia | 279,703,606 | 132,498,407 | 5,884,975 | 1,311,075 | 28,432,282 | 2,182,195 | 15,440,605 | 1,845,754 | 16,673,410 |
| Wisconsin | 478,604,493 | 219,500,930 | 17,483,397 | 2,167,754 | 46,110,646 | 6,273,266 | 29,535,854 | 4,957,428 | 28,644,202 |
| Wyoming | 162,187,007 | 77,300,661 | 2,297,911 | 1,474,476 | 16,526,363 | 1,225,000 | 11,233,614 | 1,714,269 | 9,751,719 |
| Appportioned Total | 24,235,621,114 | 11,286,990,131 | 765,840,000 | 84,160,000 | 2,407,423,445 | 245,000,000 | 2,498,960,969 | 358,516,037 | 1,487,282,615 |
| ¹ Reflects \$3,500,000 takedown for safety-related programs. | | | | | | | | | |
| <i>Disclaimer: This technical assistance is provided in response to a Congressional request and is not intended to reflect the viewpoint or policies of any element of the Department of Transportation or the Administration.</i> | | | | | | | | | |

DETAILED FUNDING TABLES FROM THE FEDERAL TRANSIT ADMINISTRATION

| | MAP-21 Authorization FY 2015 (Millions) | | | | | Conference Committee Funding Levels FY 2016 (Millions) | | | | | Conference Committee Funding Levels Compared to FY 2015 5-Year Total FY 2016 FY 2017 FY 2018 FY 2019 FY 2020 | | | | | Conference Committee Funding Levels Compared to Previous Year, Percentage Change FY 2016 FY 2017 FY 2018 FY 2019 FY 2020 | | | | | |
|--|---|-----------|-----------|-----------|-----------|--|-----------|----------|---|---------|--|---------|---------|---------|---------|--|---------|---------|---------|---------|--------|
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| Total All Programs | 10,655.00 | 11,789.41 | 12,175.51 | 12,175.16 | 12,361.18 | 12,392.15 | 61,113.40 | 12,23% | Programs Funded from the Mass Transit Account | | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | |
| Programs Funded from the Mass Transit Account | | | | | | | | | | | | | | | | | | | | | |
| § 20005(b) of MAP-21 Pilot Program for TOD Planning | 8,595.00 | 9,347.60 | 9,733.71 | 9,733.35 | 9,969.38 | 10,150.35 | 48,904.39 | 8.76% | 13.25% | 13.24% | 15.64% | 18.10% | 8.7% | 4.13% | 0.00% | 2.12% | 2.12% | 2.12% | 2.12% | 2.12% | |
| § 5003 Planning | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,00 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5007 Unincorporated Areas Formula | 12,38.80 | 13,07.73 | 13,33.40 | 13,62.20 | 13,99.08 | 14,24.04 | 68,44.5 | 1.50% | 3.57% | 5.75% | 7.99% | 10.28% | 1.50% | 2.04% | 2.10% | 2.12% | 2.12% | 2.12% | 2.12% | 2.12% | |
| § 5310 Seniors and Individuals with Disabilities Program | 2,98.30 | 2,92.95 | 2,98.21 | 2,73.84 | 2,79.65 | 2,65.57 | 1,37.02 | 1.80% | 3.84% | 6.02% | 8.26% | 10.56% | 1.80% | 2.00% | 2.10% | 2.12% | 2.12% | 2.12% | 2.12% | 2.12% | |
| § 5310 Pilot Program for Enhanced Mobility | 2,00 | 3,00 | 3,25 | 3,50 | 3,50 | 15.25 | 1,37.02 | 1.80% | 3.49% | 5.83% | 8.34% | 10.85% | 1.27% | 2.20% | 2.30% | 2.32% | 2.32% | 2.32% | 2.32% | 2.32% | |
| § 5311 Rural Area Bus Formula | 5,65.64 | 5,92.59 | 5,64.77 | 5,77.72 | 5,91.14 | 6,04.83 | 2,920.98 | 1.27% | 3.49% | 5.83% | 8.34% | 10.85% | 1.27% | 2.20% | 2.30% | 2.32% | 2.32% | 2.32% | 2.32% | 2.32% | |
| § 5311 Rural Public Transportation Assistance Program | 12.16 | 12.40 | 12.65 | 12.91 | 13.19 | 13.47 | 64.61 | 2.00% | 4.04% | 6.22% | 8.48% | 10.78% | 2.00% | 2.00% | 2.10% | 2.12% | 2.12% | 2.12% | 2.12% | 2.12% | |
| § 5311(1)(b) Public Transp. on Indian Reservations | 30.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 175.00 | 16.67% | 16.67% | 16.67% | 16.67% | 16.67% | 16.67% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5311(2) Appalachian Development Public Transp. | 20.00 | 20.00 | 20.00 | 20.00 | 20.00 | 20.00 | 100.00 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Subtotal All § 5311 Programs | 60,77.80 | 67,99.36 | 63,23.36 | 64,56.63 | 65,93.32 | 67,33.30 | 3,290.57 | 2.00% | 4.04% | 6.22% | 8.48% | 10.78% | 2.00% | 2.00% | 2.10% | 2.12% | 2.12% | 2.12% | 2.12% | 2.12% | |
| § 5312 Research | — | — | 20.00 | 20.00 | 20.00 | 20.00 | 15.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| § 5312 Component Testing Research | — | — | 3.00 | 3.00 | 3.00 | 3.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Subtotal All § 5312 and former § 5313 Programs including Amounts Funded from General Funds | 77.00 | 48.00 | 48.00 | 48.00 | 48.00 | 48.00 | 240.00 | -37.66% | -37.66% | -37.66% | -37.66% | -37.66% | -37.66% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5313 Bus Testing Facility | 3,00 | 3,00 | 3,00 | 3,00 | 3,00 | 3,00 | 15.00 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5322(a) Human Resources and Training | 4,00 | 4,00 | 4,00 | 4,00 | 4,00 | 4,00 | 20.00 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5322(b) National Transit Institute | 5,00 | 5,00 | 5,00 | 5,00 | 5,00 | 5,00 | 25.00 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5333 National Transit Database | 3,85 | 4,00 | 4,00 | 4,00 | 4,00 | 4,00 | 20.00 | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | 3.90% | |
| § 5333 State of Good Repair | 2,165.90 | 2,507.00 | 2,509.67 | 2,663.80 | 12,972.54 | 15,75% | 17.72% | 19.75% | 21.81% | 23.91% | 15.75% | 17.72% | 19.75% | 21.81% | 23.91% | 15.75% | 17.72% | 19.75% | 21.81% | 23.91% | 23.91% |
| § 5333(a) Bus and Bus Facilities Formula | 427.80 | 427.80 | 426.36 | 445.52 | 464.96 | 464.81 | 2,229.25 | 0.00% | 2.00% | 4.14% | 6.35% | 8.60% | 0.00% | 2.00% | 2.10% | 2.12% | 2.14% | 2.16% | 2.18% | 2.18% | |
| § 5333(b) Bus and Bus Facilities Minimum Allocation | — | — | 286.00 | 283.60 | 301.51 | 322.06 | 3,444.04 | 1,51.92% | — | — | — | — | — | — | 5.82% | 8.32% | 8.91% | 8.93% | 8.93% | 8.93% | |
| § 5333(b) Bus and Bus Facilities Formula | 362.30 | 337.30 | 345.86 | 365.02 | 364.48 | 374.11 | 1,777.75 | -6.90% | -4.54% | -2.01% | 0.60% | 3.26% | -6.90% | 2.54% | 2.65% | 2.66% | 2.66% | 2.66% | 2.66% | 2.66% | |
| § 5333(b) Bus and Bus Facilities Minimum Allocation | 65.50 | 90.50 | 90.50 | 90.50 | 90.50 | 90.50 | 452.50 | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | 38.17% | | |
| Competitive Grants Total Including Non-Low Emission Program | — | — | 286.00 | 283.60 | 301.51 | 322.06 | 3,444.04 | 1,51.92% | — | — | — | — | — | — | 5.82% | 8.32% | 8.91% | 8.93% | 8.93% | 8.93% | |
| § 5333(b) Bus and Bus Facilities Minimum Allocation | — | — | 55.00 | 55.00 | 55.00 | 55.00 | 55.00 | 275.00 | — | — | — | — | — | — | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Competitive Grants Non-Low Emissions | — | — | 55.00 | 55.00 | 55.00 | 55.00 | 55.00 | — | — | — | — | — | — | — | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Program Only | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Subtotal All § 5333 Program Bus and Bus Facilities | 427.80 | 655.80 | 719.96 | 747.03 | 777.02 | 808.65 | 3,748.47 | 62.65% | 68.28% | 74.62% | 81.63% | 88.03% | 62.65% | 3.47% | 3.76% | 4.01% | 4.07% | 4.07% | 4.07% | 4.07% | |
| Subtotal All § 5340 High Density States | 262.95 | 272.30 | 279.13 | 286.13 | 283.31 | 300.67 | 1,331.54 | 3.55% | 8.18% | 8.82% | 11.55% | 14.34% | 3.55% | 2.51% | 2.51% | 2.51% | 2.51% | 2.51% | 2.51% | 2.51% | |
| Subtotal All § 5340 Growing States | 263.98 | 265.30 | 266.65 | 268.00 | 269.36 | 1,333.29 | 0.39% | 0.90% | 1.41% | 1.92% | 2.44% | 0.39% | 0.51% | 0.51% | 0.51% | 0.51% | 0.51% | 0.51% | 0.51% | 0.51% | |
| Density States | 52.59 | 53.26 | 54.43 | 55.27 | 56.13 | 57.03 | 2,764.83 | 1.97% | 3.52% | 5.11% | 6.73% | 8.39% | 1.97% | 1.52% | 1.53% | 1.54% | 1.55% | 1.55% | 1.55% | 1.55% | |
| Positive Train Control | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Programs Funded from General Funds | 2,10.00 | 2,441.80 | 2,441.80 | 2,441.80 | 2,441.80 | 2,441.80 | 12,020.01 | 16.28% | 16.28% | 16.28% | 16.28% | 16.28% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | | |
| § 5300 Fixed-Guideway Capital Investment | 1,907.00 | 2,301.70 | 2,301.70 | 2,301.70 | 2,301.70 | 2,301.70 | 11,505.93 | 20.70% | 20.70% | 20.70% | 20.70% | 20.70% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | | |
| § 5312 Transit Research (Also Funded Under Mass Transit Account Programs) | 7,00 | 20.00 | 20.00 | 20.00 | 20.00 | 100.00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Mass Transit Account Programs | 7,00 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| § 5314 Technical Assistance and Standards Development | 7,00 | 5,00 | 5,00 | 5,00 | 5,00 | 5,00 | 25.00 | -28.57% | -28.57% | -28.57% | -28.57% | -28.57% | -28.57% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5322 Human Resources and Training | 1,00 | 2,00 | 2,00 | 2,00 | 2,00 | 2,00 | 20.00 | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5326 Transit Asset Management | 5,00 | 5,00 | 5,00 | 5,00 | 5,00 | 5,00 | 20.00 | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5328 Public Transport Safety | 5,000 | 10,930 | 10,930 | 10,930 | 10,930 | 10,930 | 540.08 | 10.22% | 10.22% | 10.22% | 10.22% | 10.22% | 10.22% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| § 5334 FTA Administration | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |

| | | MAP-21 FISCAL YEAR 2015 ENACTED LEVELS | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | TOTALS |
|-------------------------------|---|---|------------------|------------------|------------------|------------------|-------------------|-------------------|
| Trust Fund | | | | | | | | |
| | Obligation Limitation/Contract Authority | \$ 8,295,000,000 | \$ 9,347,604,639 | \$ 9,733,706,043 | \$ 9,733,353,407 | \$ 9,939,380,430 | \$ 10,150,348,462 | \$ 48,705,670,514 |
| 5303 | (2)(b)(5)(B)1 | | | | | | | |
| | Transit Oriented Development (Discretionary Pilot) | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 | \$ 10,000,000 |
| 5305 | Planning Programs | \$ 128,800,000 | \$ 130,732,000 | \$ 133,398,933 | \$ 136,200,310 | \$ 139,087,757 | \$ 142,036,417 | |
| 5303 | Metropolitan Transportation Planning | \$ 106,543,360 | \$ 108,141,510 | \$ 110,347,597 | \$ 112,664,897 | \$ 115,053,393 | \$ 117,492,524 | |
| 5304 | Statewide Transportation Planning | \$ 22,256,640 | \$ 22,590,490 | \$ 23,051,336 | \$ 23,525,414 | \$ 24,034,364 | \$ 24,543,893 | |
| 5307 | Urbanized Area Formula Grants | \$ 4,458,650,000 | \$ 4,558,905,700 | \$ 4,628,683,814 | \$ 4,776,907,174 | \$ 4,827,117,606 | \$ 4,929,452,499 | |
| 5307 | Operational Support Of State Safety Oversight | \$ 22,293,250 | \$ 22,694,529 | \$ 23,148,419 | \$ 23,654,536 | \$ 24,135,568 | \$ 24,647,252 | |
| 5307 | Passenger/Ferry Boat Program | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | |
| 5307 | Urbanized Area Formula Grants | \$ 4,406,356,750 | \$ 4,486,211,172 | \$ 4,576,535,395 | \$ 4,673,272,638 | \$ 4,777,582,018 | \$ 4,874,805,237 | |
| 5310 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 258,300,000 | \$ 262,949,940 | \$ 268,208,388 | \$ 273,840,764 | \$ 279,646,188 | \$ 285,574,688 | |
| 5311 | Pilot Program for Enhanced Mobility | \$ 2,000,000 | \$ 3,000,000 | \$ 3,000,000 | \$ 3,200,000 | \$ 3,500,000 | \$ 3,500,000 | |
| 5311 | Formula Grants for Rural Areas | \$ 607,800,000 | \$ 619,956,000 | \$ 632,355,120 | \$ 645,634,578 | \$ 659,322,031 | \$ 673,299,658 | |
| 5311(c)(1) | Public Transportation on Indian Reservations Formula | \$ 25,000,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 30,000,000 | |
| 5311(c)(2) | Appalachian Development Public Transportation Assistance | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | |
| 5311 | Projects of National Scope (non add within RTAP) | \$ 1,823,400 | \$ 1,839,888 | \$ 1,897,065 | \$ 1,956,904 | \$ 1,977,506 | \$ 2,019,899 | |
| 5311 | Rural Transportation Assistance Program | \$ 12,156,000 | \$ 12,359,120 | \$ 12,647,102 | \$ 12,912,692 | \$ 13,186,441 | \$ 13,465,993 | |
| 5312 | Transit Research ** | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | |
| 5312 | Research, Demonstration and Deployment I | \$ 30,000,000 | | | | | | |
| 5312 | Facilities and Equipment Relating to Low/No Emissions Bus | \$ 19,500,000 | | | | | | |
| 5312 | Low and No Emissions Buses | \$ 3,000,000 | | | | | | |
| 5312 | Other Research, Development, Demonstration and Deploy | \$ 7,500,000 | | | | | | |
| 5312 | Component Testing (NEW) ** | \$ 3,000,000 | | | | | | |
| 5312 | Transit Cooperative Research (MOVED to Research) | \$ 5,000,000 | | | | | | |
| 5313 | Transit Cooperative Research (MOVED to Research) | \$ 3,000,000 | | | | | | |
| 5318 | Bus Testing Facility | \$ 3,000,000 | | | | | | |
| 5322/5314 | Human Resources and Training **(including NTI) | \$ 9,000,000 | | | | | | |
| 5322(d) | National/Transit Institute | \$ 5,000,000 | | | | | | |
| 5335 | National Transit Database | \$ 3,850,000 | | | | | | |
| 5337 | State of Good Repair Grants | \$ 2,165,900,000 | \$ 2,507,000,000 | \$ 2,549,670,000 | \$ 2,593,703,558 | \$ 2,638,356,859 | \$ 2,683,798,359 | |
| 5337 | High Intensity Fixed Guideway Formula | \$ 2,104,171,350 | \$ 2,435,550,500 | \$ 2,477,004,405 | \$ 2,519,783,005 | \$ 2,563,173,403 | \$ 2,607,310,115 | |
| 5337 | High Intensity Motorbus State of Good Repair | \$ 61,728,150 | \$ 71,439,500 | \$ 72,665,595 | \$ 73,902,551 | \$ 75,193,455 | \$ 76,488,254 | |
| 5339 | Bus and Bus Facilities Grants | \$ 427,800,000 | \$ 695,800,000 | \$ 719,956,000 | \$ 747,033,476 | \$ 777,024,469 | \$ 808,653,915 | |
| 5339 | Bus and Bus Facilities Formula Grants (total) | \$ 427,800,000 | \$ 427,800,000 | \$ 436,356,000 | \$ 445,519,476 | \$ 454,964,489 | \$ 464,609,736 | |
| 5339 | Formula Allocation | \$ 362,300,000 | \$ 337,300,000 | \$ 345,056,000 | \$ 355,056,476 | \$ 364,464,489 | \$ 374,168,736 | |
| 5339 | States and Territories Minimum Allocation | \$ 65,500,000 | \$ 50,500,000 | \$ 50,500,000 | \$ 50,500,000 | \$ 50,500,000 | \$ 50,500,000 | |
| 5339 | COMPETITIVE GRANTS | \$ 268,000,000 | \$ 283,500,000 | \$ 301,514,000 | \$ 322,059,960 | \$ 344,044,179 | | |
| 5339 | No/Low Competitive Grant Program (from within Competitive Program) | \$ 355,000,000 | \$ 355,000,000 | \$ 355,000,000 | \$ 355,000,000 | \$ 355,000,000 | | |
| 5340 | Growing States and High Density States Formula | \$ 525,900,000 | \$ 536,261,539 | \$ 544,433,788 | \$ 552,783,547 | \$ 561,315,120 | \$ 570,032,917 | |
| 5340 | Growing States Appointments | \$ 62,950,000 | \$ 22,707,083 | \$ 279,129,510 | \$ 266,132,477 | \$ 293,311,066 | \$ 300,658,843 | |
| 5340 | HIG Density State Appointments | \$ 262,950,000 | \$ 263,954,457 | \$ 265,304,279 | \$ 268,004,024 | \$ 269,364,074 | | |
| Positive Train Control | | | | | | | | |
| General Fund | | | | | | | | |
| 5308 | Expedited Program for Project Delivery of Capital Investment Grants | \$ 2,120,000,000 | \$ 2,301,785,760 | \$ 2,301,785,760 | \$ 2,301,785,760 | \$ 2,301,785,760 | \$ 2,301,785,760 | |
| 5312 | Capital Investment Grants | \$ 32,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 20,000,000 | |
| 5314 | Transit Research ** | \$ 4,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | |
| 5322 | Technical Assistance and Training ** | \$ 500,000 | | | | | | |
| 5334 | Human Resources and Training ** | \$ 105,933,000 | \$ 115,016,543 | \$ 115,016,543 | \$ 115,016,543 | \$ 115,016,543 | \$ 115,016,543 | |
| 5339 | Safety Oversight | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | |
| 5325 | Transit Asset Management | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | |
| | | \$ 2,270,433,000 | | | | | | |

AASHTO SUMMARY OF THE NEW SURFACE TRANSPORTATION BILL:
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT